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THE AMERICAN ELEVATOR AND GRAIN TRADE

Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

VOL. XXXIII.

CHICAGO, ILLINOIS, DECEMBER 15, 1914.

No. 6.

One Dollar Per Annum.
SINGLE COPIES, TEN CENTS.

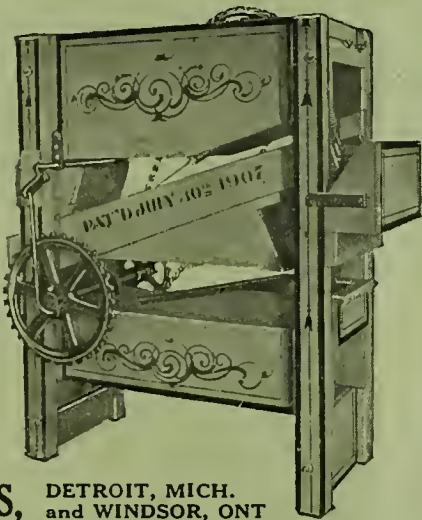
Determine the Exact Dockage of Every Load of Wheat

THE EMERSON WHEAT TESTER

eliminates all guess work in dockage and saves all the wheat.

OVER 1,500 ELEVATORS NOW
USING THIS TESTER

It is the most convenient and satisfactory WHEAT TESTER made. Each machine is sold with an absolute guarantee. The saving in wheat, time, mistakes and money soon pays for the EMERSON TESTER. Write today for further particulars.



WM. H. EMERSON & SONS, DETROIT, MICH.
and WINDSOR, ONT

Did It Ever Occur to You

That the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it. We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54-inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

THE
STRONG-SCOTT MANUFACTURING CO.
MINNEAPOLIS, MINN.

Northwestern Agents for The Great Western Mfg. Co., Richardson Automatic Scales, Invincible Cleaners, Knickerbocker Dust Collectors

Consign your Grain and Field Seeds to

Somers, Jones & Co.

82 Board of Trade, CHICAGO

W. M. RICHARDSON

RICHARDSON BROS.

Brokers

Flour, Grain and Mill Feeds

Bourse Building, PHILADELPHIA, PA.

COURTEEN SEED CO.

MILWAUKEE, WISCONSIN

CLOVER and TIMOTHY SEEDS

SPECIAL PRICES ON GRAIN BAGS

Write Us When Interested

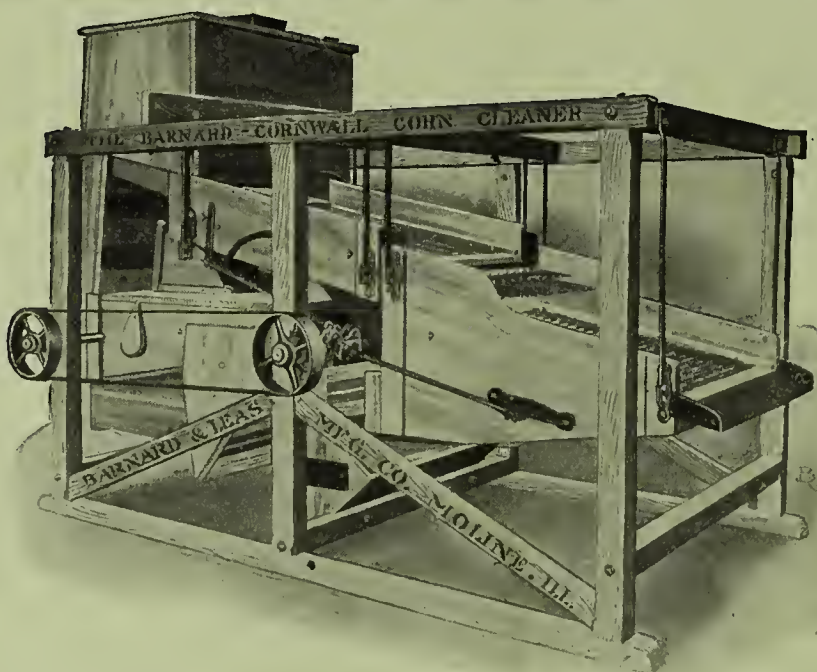
The Barnard-Cornwall Corn Cleaner

Is practically two machines in one—a corn cleaner and a receiving separator, according to the kind of sieves used.

Will clean wheat, oats and other grain as well as corn.

It has a double row of steel rods for separating the corn from the cobs and husks. Is equipped with our patent finger sieve which cannot clog. Has counterbalanced shaker, two air separations and the latest style feeder.

*The First
of the
Sieve
Corn Cleaners*



*Always
the Leader
in Capacity,
Efficiency
and Durability*



The Victor Corn Sheller

Is known wherever corn is grown as the standard sheller. It shells corn economically, efficiently and easily.

Has spiral conveyor feed and is adjustable while running.

Install these machines and be ready for the new crop.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

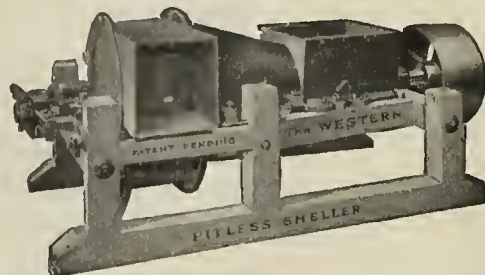
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"Western" Regular Warehouse Sheller



"Western" Rolling Corn Screen Cleaner



"Western" Pitless Warehouse Sheller

Greetings

To All Our Friends

Yuletide is at hand, a time when the heart and mind are filled with gratitude. We wish to extend to our friends and patrons our sincere thanks for the degree to which they have contributed towards our success, and earnestly hope that the good cheer of the season may come to all in full measure.

Each year we take long strides in promoting and improving Western Service and clean business methods. Clean business means permanent success, for it is based on the solid foundation of satisfied customers.

Western operators appreciate the service and satisfaction enjoyed with Western line of shellers and cleaners—we appreciate their acknowledgment and patronage.

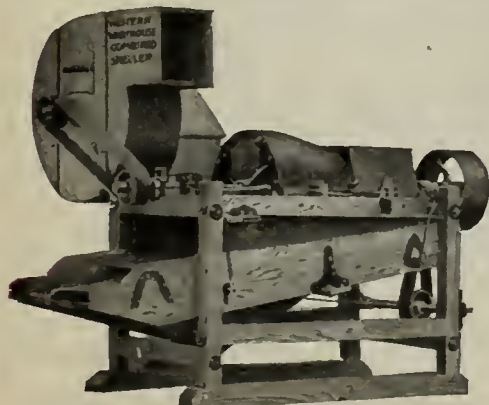
The name "Western" on every sheller and cleaner stands for superiority, satisfaction, and service, and it is our sincere intention to continue to embody those elements of quality and service which have made the name "Western" famous the world over.

Assuring you that it will be our constant endeavor in the future to use the same care in looking after our customers' interests that we have shown in the past and hoping to hear from those not yet familiar with the Western line, we are

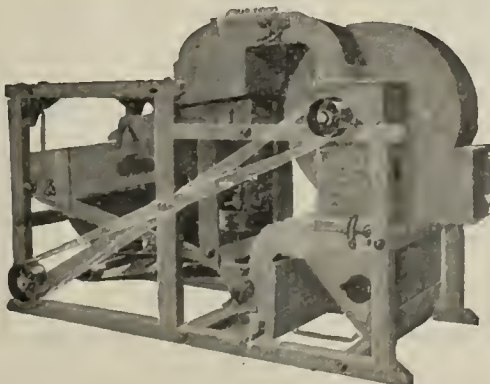
Very truly yours,

UNION IRON WORKS
Decatur, Illinois, U. S. A.

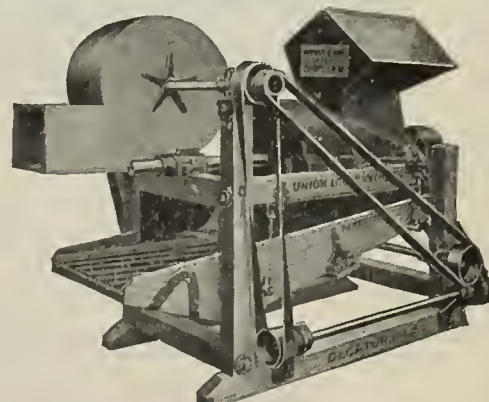
Complete line of Shellers and Cleaners kept at 1221-23 Union Ave., Kansas City, Mo.



"Western" Warehouse Combined Sheller



"Western" Gyration Cleaner



"Western" Mill Sheller

Beall

THE MARK OF QUALITY

**The New Rotating Warehouse
and Elevator Separator**

Guaranteed Without Limit

**Lose No Time Deciding
on the
Beall Separator**

Every day with the Beall means that you are putting your business on a higher level of efficiency. With the Beall Separator you have a cleaner that insures **service, reliability and economy**, a type of grain cleaning equipment so essential to an elevator operator's success.

Grain cleaned with a Beall raises its grade making it comply in every respect with the Federal grain grades.

The new Beall is extremely simple in design, built very strong, is thoroughly braced, and will not rack. It embodies all the best features found in separators of other makes, and to these we have added the following pronounced features:

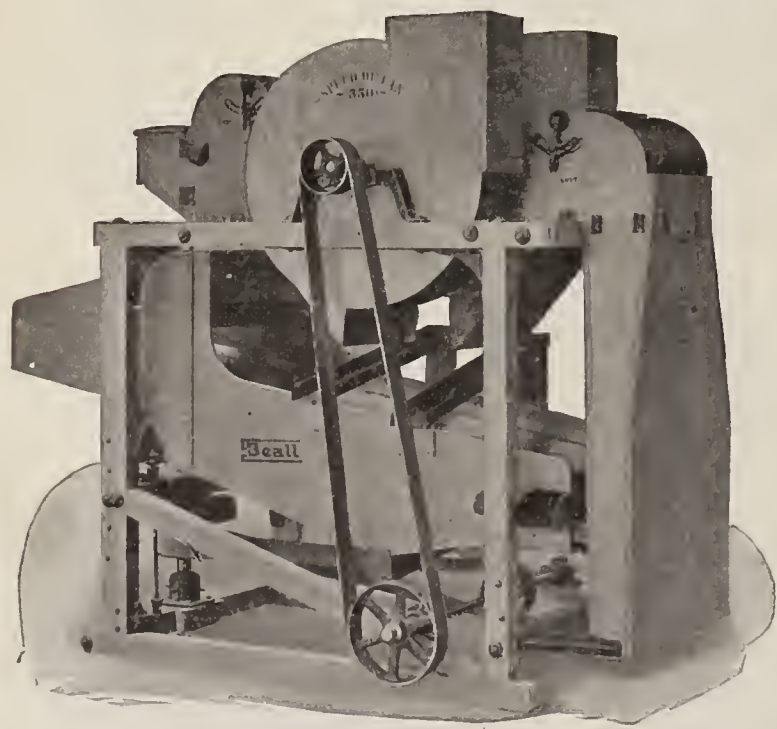
- 1st. It has a rotating motion, slow speed and perfect balance.
- 2nd. It has two fans working independent of each other.
- 3rd. The main screens are large and are guaranteed to handle the capacity represented, which is large for the amount of floor space.
- 4th. It has large sand screens for removing cracked corn, etc.
- 5th. A small amount of horse power is required for operating.

EVERY BEALL OPERATOR A BOOSTER

The Beall Improvements Co., Inc. Edison, Ohio, Nov. 23, 1914.
Decatur, Ill.

Gentlemen:
We have used your Beall Cleaner for **EIGHT** years and are still using same, which is the best recommendation that anybody could want.

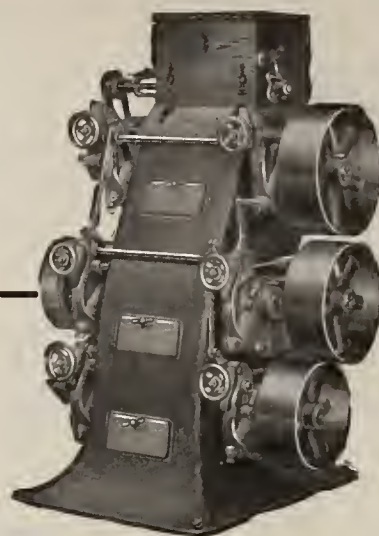
Yours respectfully, **BLAIR & HOWARD.**



Built in Ten Sizes

IMPORTANT We want every grain elevator operator to write us his cleaning and grading troubles. Also write for further comments on the wonderful work of the Beall Separator.

The Beall Improvements Co., Inc.
DECATUR, ILLINOIS, U. S. A.



N. & M. Three Pair High Roller

**You need this
sturdy, capable
general purpose mill**

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

**N. & M. Co.
Three Pair High Mill**

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

Everything
for the
Modern
Mill

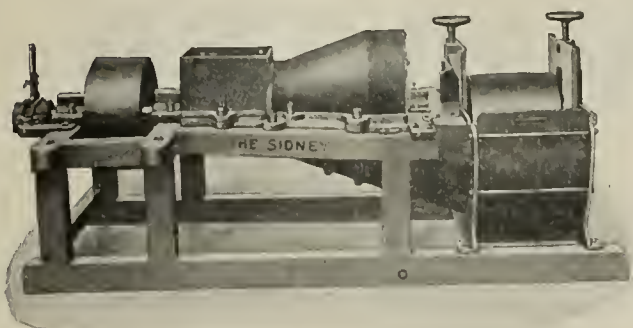
**Nordyke
& Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

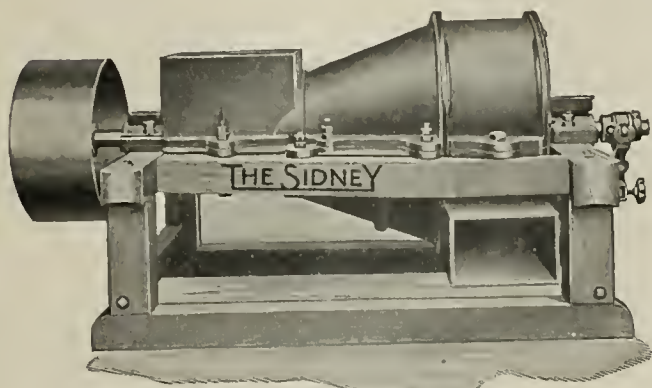
Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders





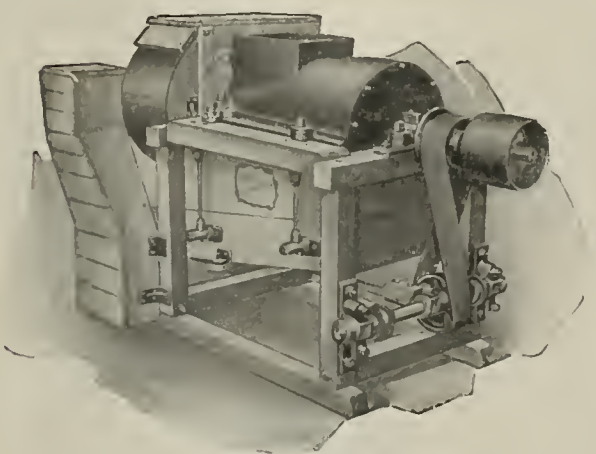
Sidney Combined Sheller and Boot, With or Without Belt Tighteners on Boot



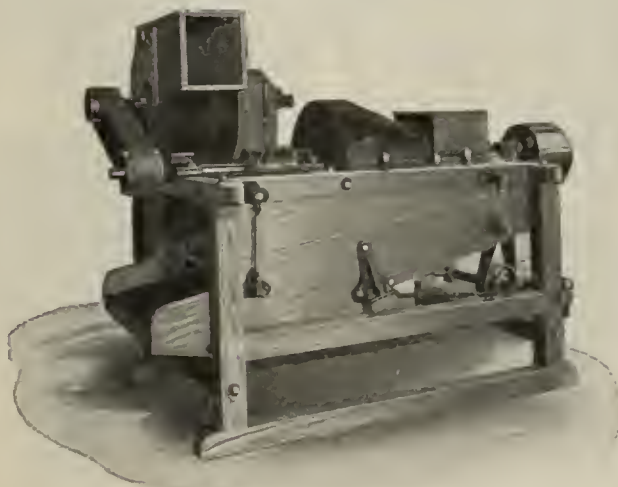
Sidney Pitless Corn Sheller



Sidney Regular Corn Sheller



Sidney Mill Sheller



Sidney Combined Sheller and Cleaner

To the Trade To Our Friends To Sidney Operators

We Extend

Yuletide Greetings

We take this special opportunity to express our sincere thanks to Sidney Operators for their liberal patronage in the past, and for their loyalty to the Sidney Line. We trust that the same good cheer and prosperity is enjoyed by them, especially at this season, as we are enjoying. We earnestly believe your success is our success. We have prospered, so you must have prospered.

To those who have not enjoyed the success and prosperity that is found wherever Sidney Shellers and Cleaners operate, to take this opportunity in asking an investigation and inspection of the Sidney Line. Let us therefore send you the record of results procured by operators of the Sidney Shellers and Cleaners. They will show you that the Sidney Line still leads the leaders and is the development of a business that for over half a century has been noted for its pioneer work in building corn shelling and grain handling machinery.

We have studied the need of the elevator operator and have perfected a line of shelling and cleaning machinery that is second to none. Its perfection is due to the genius of the Sidney engineers, whose many achievements in grain handling machinery have been a source of profit to elevator operators.

Therefore, lest you forget, write at once for "The Sidney Book," containing the interesting story of Sidney Shellers and Cleaners, and the great organization behind it. It will prove a source of profit to you.

The Philip Smith Mfg. Co. SIDNEY, OHIO

Western Warehouse: ENTERPRISE, KANS.

SCREENINGS WANTED

"WE ARE IN THE MARKET for screenings now, and for the coming season. Will either contract for your entire output or buy different lots by sample. It will be to your interest to confer with us before making any disposition of your screenings. We will be glad to hear from you."

Did you ever stop to think why such advertisements as the above appear so often in the various grain trade journals? Hasn't it occurred to you that screenings dealers like everyone else are in business to make money? Why should they be so anxious to buy your screenings? It stands to reason that they must see the way clear to big profits if they're willing to purchase stuff by the carload—by the shipload, in fact, in unlimited quantities and pay high prices for it.

Have you any idea what's done with your screenings after you've sold them? No! Well, let's tell you. In the first place, the screenings people provide themselves with specially designed machinery for cleaning, classifying and grading the stock, thereby converting a raw material costing from eight to ten dollars a ton into merchantable grades of corn, wheat, oats, flax, barley, buckwheat and mustard seed of the relative values of 57c, \$1.10, 45c, \$1.45, 50c, 75c, and \$1.50 per bushel. Isn't that going some? You must remember, too, that after all of the good grains have been separated, each kind by itself, there still remains a raft of stuff which can be ground up and sold as a high protein base for cattle feeds at \$15.00 a ton.

If we've told you enough to arouse your curiosity, let's talk the matter over. Our business is that of designing successful by-product disposal plants. Our advice may be worth a lot to you.

A Trade Mark,
"To Distinguish the
Best from the Rest"



THE S. HOWES COMPANY
SILVER CREEK, N.Y.

REPRESENTATIVES

F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.
E. A. Pynch, 311 3d Ave. S., Minneapolis, Minn.

J. O. Smythe, 1034 W. 32nd St., Indianapolis, Ind.
W. M. Mentz, Sinks Grove, W. Va.

Wm. Watson, 703 West. Union Bldg., Chicago
Geo. S. Boss, Jefferson Hotel, Toledo, Ohio

A Trade Mark,
"To Distinguish the
Best from the Rest"



UNIVERSAL GRAIN CODE

(and Mill Feed Supplement)

COMPILED FOR USE OF

GRAIN and MILLING TRADES

OF THE

United States and Canada

This Code meets the present day requirements of the grain and milling trades—is up-to-date in every respect and thoroughly covers the changes in methods and business that have come into use of late years.

The translation expressions and tabulated matter is a great improvement upon any public grain and milling code now in use, and is an assured factor in saving

telegraph tolls and misunderstandings in telegraphing.

The Universal Grain Code is being used by many hundreds of the most active firms in the country.

A list of Code Users is sent gratis with every copy of the Universal Grain Code, the names and addresses being published free of charge.

Send for a Copy Now. Price \$3.00.

MITCHELL BROTHERS PUBLISHING CO.
431 S. Dearborn Street CHICAGO, ILL.

They All Point to the Bowsher

A mill that will crush or grind ear corn (with or without shucks), Kaffir in the head and all kinds of small grain.

A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

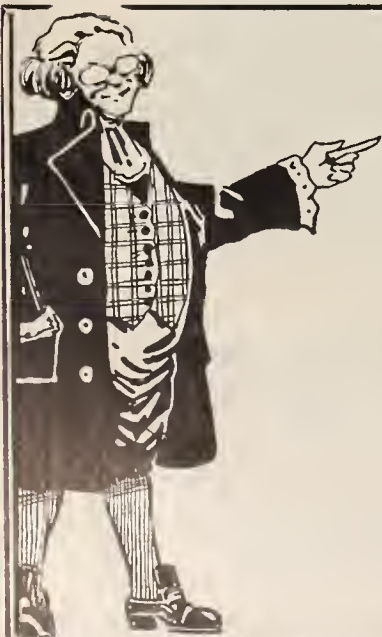
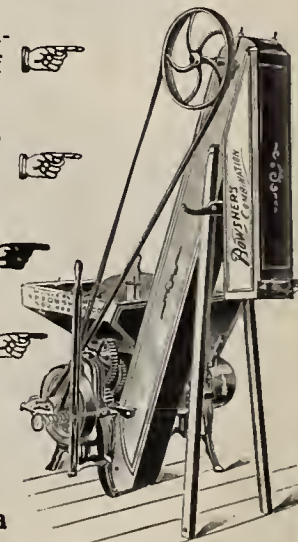
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

These are a few of the many reasons why the Bowsher is the mill for you.

Sold with or without elevator. 10 sizes, 2 to 25 H. P.

N. P. Bowsher Co., South Bend, Indiana



"This Reduction in Horse Power Is A Great Thing"

Today we are operating the entire department with two 10's and one 5, making a total of 25 horse power and before the installation of these little collectors we used 45 horse power to do the same work."

Tiffin, Ohio, Oct. 26, 1914.

THE STERLING GRINDING WHEEL CO.

Geo. S. Tillotson, Mgr.

The Knickerbocker Line

That Saves Power

The Knickerbocker Company
Jackson, Michigan

WRITE FOR CATALOG



Rope Drives

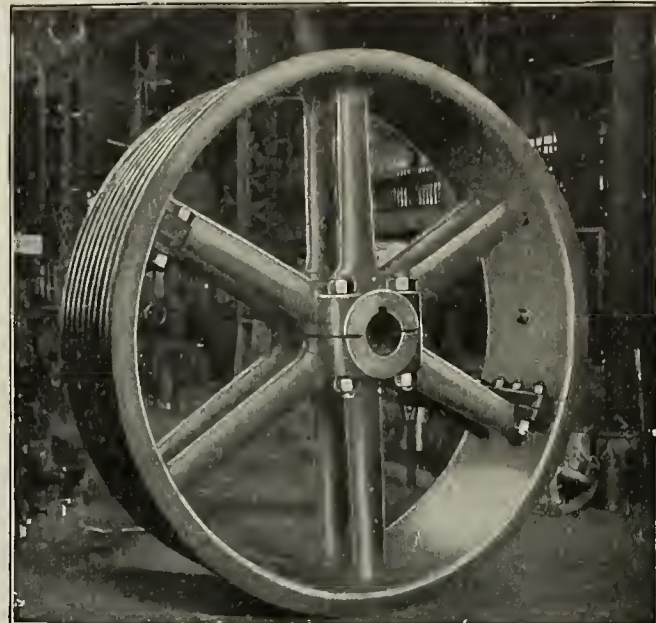
We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manilla rope. Our **Machine-molded sheaves** are perfect in balance, accurately finished and free from flaws injurious to the rope.

We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for Supplies.

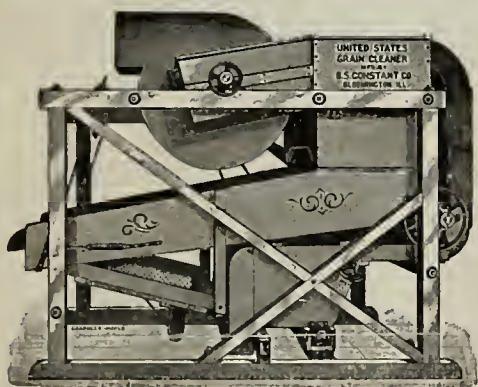
H. W. Caldwell & Son Co., Chicago

Western Ave., 17th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street



Send for Catalog No. 38.



THE U. S. Grain Cleaner

is the best in the Union and should be in the top of all elevators where Corn, Oats and Wheat are shipped.

Higher Grades—Higher Prices.
Long life machine.
Ring or Chain Oiling Bearings.
Balanced Eccentrix.
Five Separations and
All the Corn Saved.



The Constant Safety Ball Bearing Man-lift

the most satisfactory connecting link between Cleaner and Sheller.

Best made.
Easiest and safest.
Adjustable Brakes
which we guarantee.

State distance between floors and get our

Net Price

U. S. Corn Sheller

Fan Discharge, over or under, right or left hand.

Iron or Wood Frame.
No Lower Hoppering.
Cheapest Installed.
Quickest and Cheapest Repaired of any Sheller on the market.

Send for a Catalog.

B. S. CONSTANT MFG. CO.
Bloomington Illinois

NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
Shippers
to
Collect
Claims

Requires
No
Repairs

Occupies
Small
Space

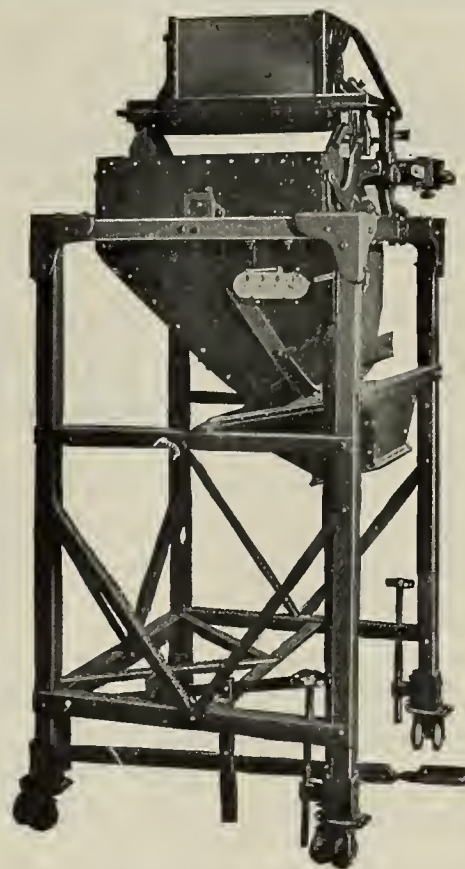
Most
Economical
to
Install

No Bother
to
Operate

Never
Gets Out
of
Order

Will Not
Rust
or
Wear Out

60 Days'
Trial



PORTABLE BAGGER

Write for Catalog.

National Automatic Scale Co.

West Pullman, Chicago, Illinois

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

Established 1878. Alton, Illinois

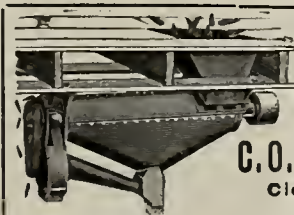
Insurance on Flour Mills and Elevator Properties.

Grain Insurance for short terms a Specialty.

CASH ASSETS - \$473,253.91

G. A. McKINNEY, Sec'y

Western Department: Rollie Watson, Mgr.
402 Sedgwick Bldg. Wichita, Kansas.



Triumph
Power
Corn Sheller
C. O. Bartlett & Co.
Cleveland, O.

A "WANT AD" in the "AMERICAN
ELEVATOR AND GRAIN TRADE" will
do the business.

Elwood's Grain Tables

Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN OR BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price.

\$1.25

Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago, Ill.

**Transfer Elevators
Terminal Elevators
Country Elevators**



Concrete Fireproof Grain Elevator built for the Crabbs-Reynolds-Taylor Co. at Wingate, Ind. Capacity 60,000 Bushels.

Macdonald Engineering Co.
Monadnock Building, CHICAGO, ILL.

Elevator, Feed Mill and Warehouse recently completed for E.W. Conklin & Son, at Binghamton, N. Y.



Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.
Chamber of Commerce BUFFALO, N. Y.

**WHEN BETTER ELEVATORS ARE
BUILT BURRELL WILL
BUILD THEM**

61 Contracts from January 1st, 1913, to January 1st, 1914.
is a fair indication of maintaining our reputation.
OUR REPRESENTATIVES AT YOUR COMMANDS.

Wire or write us at

1102-1108 Webster Building, CHICAGO.
Hubbell Building, DES MOINES, IOWA.
111 West North Street, INDIANAPOLIS, IND.
708-9 Hutton Building, SPOKANE, WASH.
FORT. WILLIAM, ONT.

BURRELL ENGINEERING & CONSTRUCTION CO.

Reliance Construction Company
Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS

Our long experience as a builder of elevators insures you an up-to-date house. Write today.

625 Board of Trade Building, INDIANAPOLIS, IND.

Decatur Construction Co.

Incorporated

Designers and
Builders of

GRAIN ELEVATORS

Coal Handling Plants, Warehouses, Etc.

Correspondence Solicited

510-512 Wait Bldg.,

Decatur, Ill.



Reinforced Concrete Elevator of the
Northwestern Malt & Grain Co., Chicago
Capacity 650,000 Bushels

The Stephens Engineering Company
Engineers and Contractors

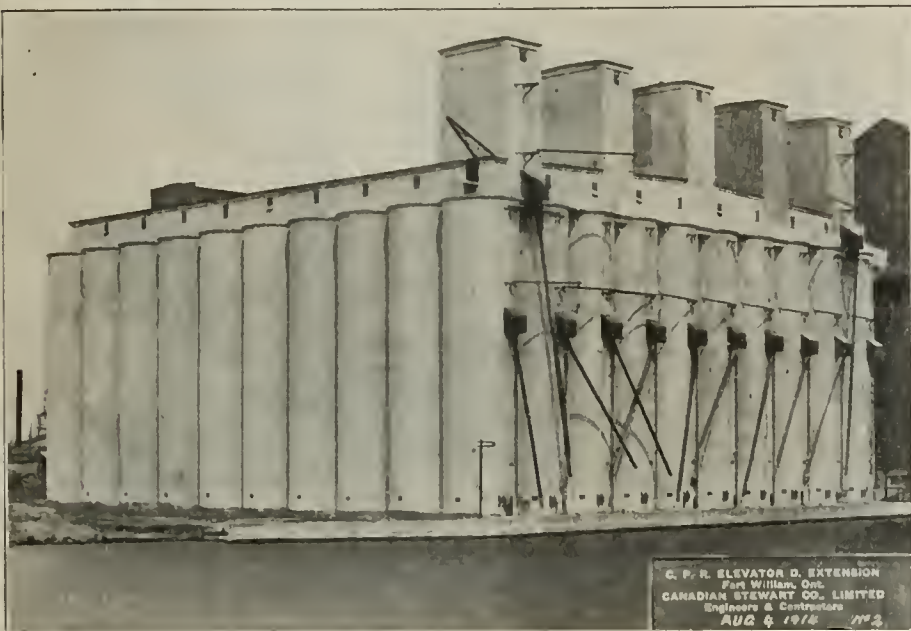
Monadnock Bldg.

CHICAGO, ILL.

Mobilization in Grain Elevator Construction

It requires **method, order, preparedness** to mobilize a force of workmen capable of constructing the 4,000,000 bushel elevator shown in our illustration.

We will start a campaign at any time on suspicion, or on receipt of your inquiry. Send us your ultimatum.



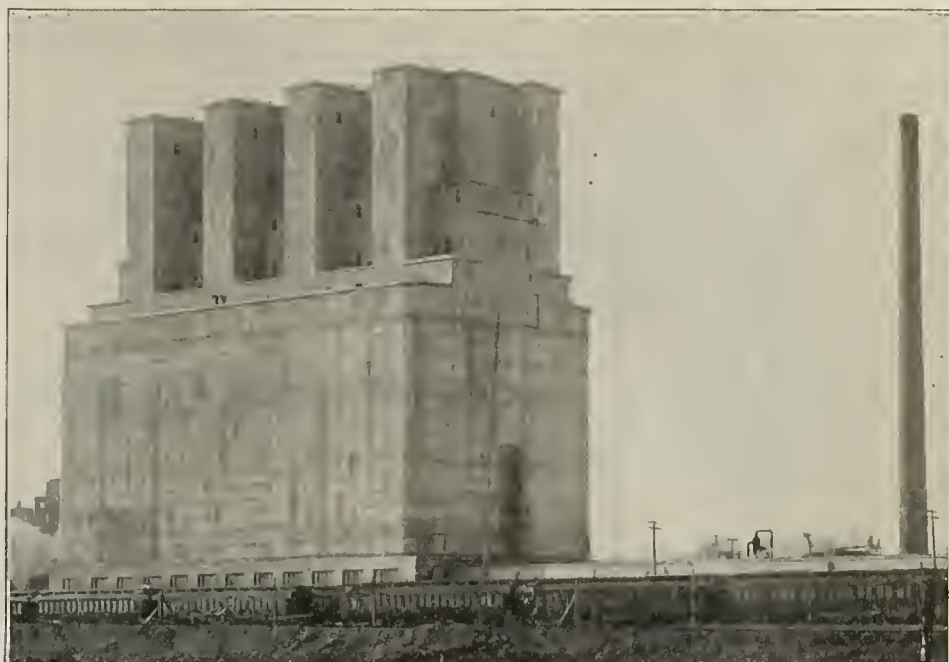
The 100 tank, 4,000,000 bushel capacity Canadian Pacific Railway Elevator D Extension at Fort William, Ontario, Canada

We Build Elevators, any type of construction in any part of the world.
W. R. SINKS, Manager. R. H. FOLWELL, Engineer.

JAMES STEWART & CO.
GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

CHICAGO, ILL.



New 1,000,000-Bushel Terminal Grain Elevator, Built for the Canadian Pacific Railway, West St. John, N. B.

**FOUNDATIONS—WHARVES—POWER
PLANTS—RAILWAY BUILDINGS
TERMINAL AND STORAGE
GRAIN ELEVATORS**

JOHN S. METCALF CO., Limited.

Engineers and Constructors

CHICAGO

MONTREAL

Contractor, Designer and Builder of

**Grain Elevators
Mills and
Warehouses**

Wood, Concrete or Steel

Write Me Your Wants.

J. A. HORN

624 Board of Trade Bldg.
INDIANAPOLIS INDIANA

GRAIN ELEVATORS

built from our designs and by our force of workmen
are strong, substantial and economical in operation.

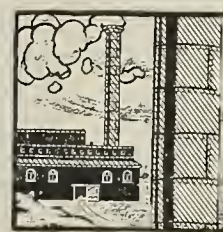
WOOD OR FIREPROOF

**T. E. IBBERSON
ELEVATOR BUILDER**

Corn Exchange Building

Minneapolis, Minn.

To avoid frequent repainting specify



Dixon's
SILICA
GRAPHITE
Paint

Made in four colors—one quality only.

Made in JERSEY CITY, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827



The Barnett & Record Company

GENERAL CONTRACTORS

Designers and Builders of

Grain Elevators, Flour Mills and Heavy Structures

Reinforced Concrete and Steel Ore Dock under construction at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.

Write for designs and Estimates

OFFICES:

Minneapolis, Minn.

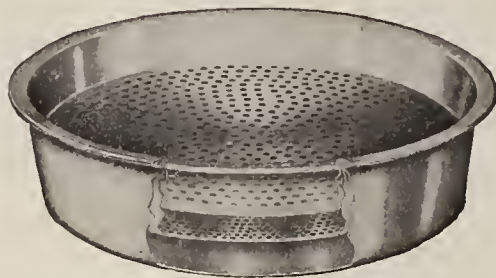
Duluth, Minn.

Fort William, Ontario



The Original Brown-Duvel Moisture Tester. (glass flasks), conforms exactly to requirements of the "Federal Corn Grades."

HESS Corn Testing Specialties



CORN SIEVES

of brass, steel and aluminum; for testing corn for dirt, foreign matter, broken corn, etc., as required by "Federal Corn Grade Rules."



THE NEW TORSION PERCENTAGE SCALE

FOUR SCALES IN ONE. Weighs in grams and ounces. Indicates percentages of dirt, etc., in corn samples. Shows bushel weight of all grains.

Send for descriptive printed matter of these, also of Hess Grain Driers and OUT-DOOR GRAIN CONDITIONERS.

HESS WARMING & VENTILATING CO., 1210 Tacoma Building
CHICAGO, ILLINOIS

Ask for free copies of Federal Corn Grading Rules—placards for walls, celluloid for pocket use.

Traffic Problems Made Easy

for Grain Men and all others interested in the transportation of commodities by the two greatest works of their kind ever published:

Digest of Interstate Commerce Decisions

By LUST & MERRIAM.

This includes all Unreported Opinions and all decisions of the United States and state courts since January 1, 1908. A fact point on every case summarizing the evidence. Every principle analyzed. The fact points eliminate the necessity of reading the decisions. Classified according to legal and economic principles involved. Contains a general index and indices of commodities, localities and cases. Over 10,000 Digest Paragraphs. 1,100 pages. Finest buckram binding.

Supplemental Digest of Interstate Commerce Decisions

By H. C. LUST.

Contains over 5,000 principles governing traffic, classified under 1,237 main and sub topics, with over 1,500 cross references, so arranged as to make any principle immediately accessible. Universally used and commended. Over 750 pages. Indestructibly bound in finest buckram sewed over tapes.

SPECIAL OFFER—For a limited time we will sell these two books together for \$9.75 less than one-half the regular cost.

Send for a Sample Table of Contents and a Typical Analysis of one of the 217 Main Topics. Also we will be pleased to furnish upon request a 12-Page Book of Endorsements Received from Men of National Reputation.

H. C. LUST & CO.

10 S. LaSalle Street

Chicago, Illinois

THE INVINCIBLE-SYPHER

Electro Automatic Magnetic Separator



Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y., U. S. A.

—REPRESENTED BY—

F. J. Murphy, 234 Exchange Bldg., Kansas City, Mo.

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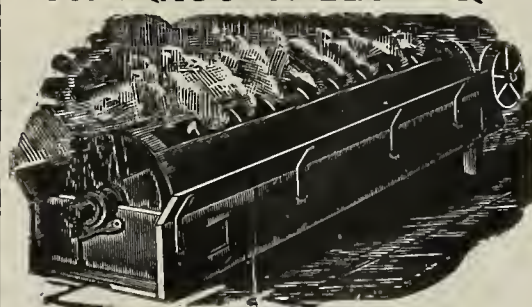
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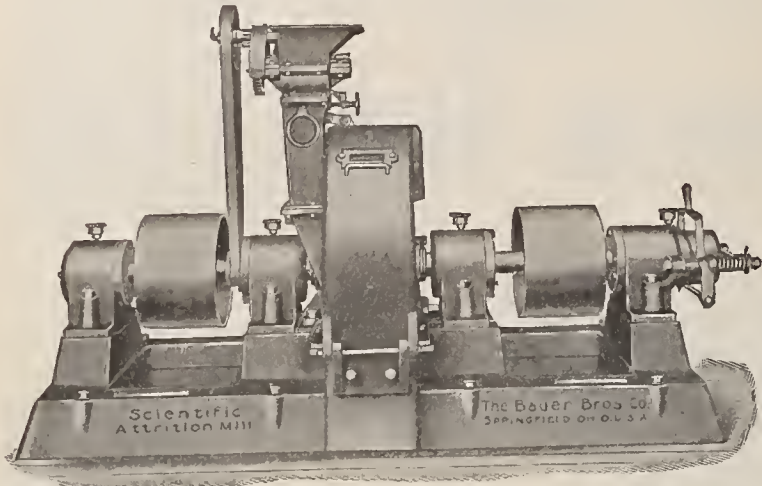
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By the use of this handy appliance the scale ticket is
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wagon scale isn't provided with one. It is \$5.00 for a convenience of \$50.00.

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We will send it, express paid, for a limited period with one year's subscription to the **AMERICAN ELEVATOR AND GRAIN TRADE** for \$4.00.

Order today while the supply lasts.

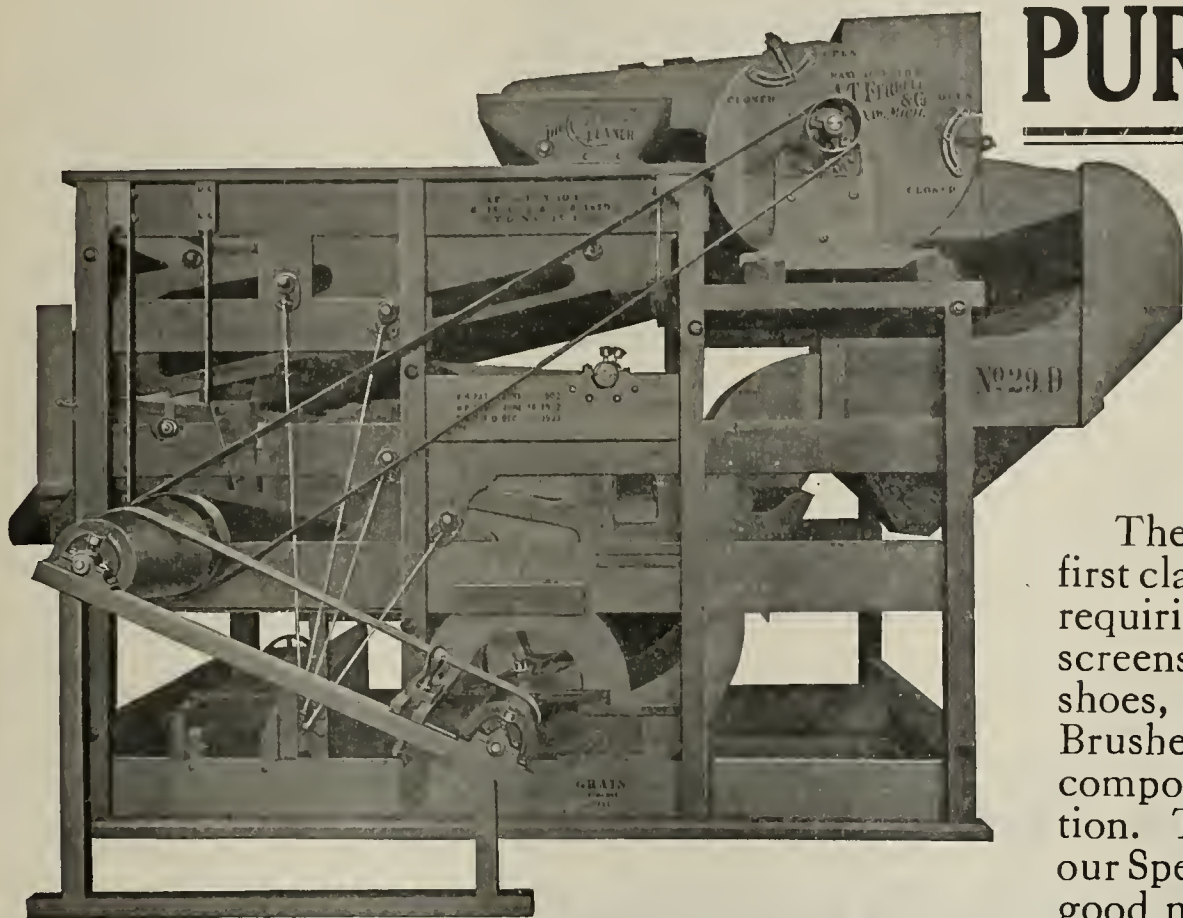
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The lower section of a drier installed for W. P. Squibb & Co., Lawrenceburg, Ind.
Note the small amount of floor space utilized.

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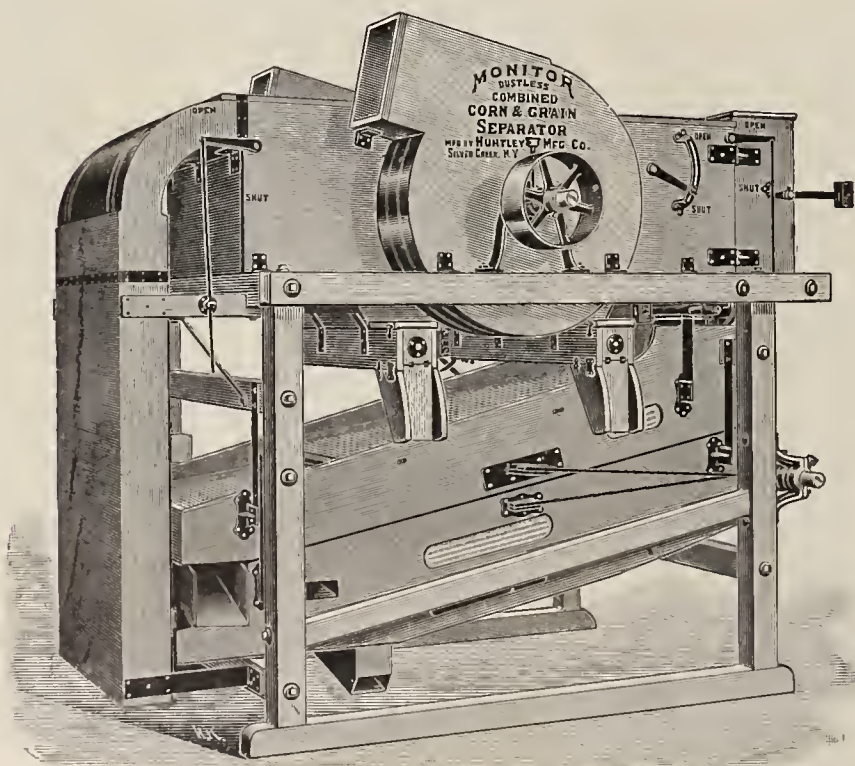
Monitor

America's Finest Cleaners

Pull the lever and you change cleaning without changing screens

Without a stop to change screens you can change cleaning—simply pull the lever over and divert the feed from one set of screens to another—some stunt where time is a factor. You see this machine has two Counterbalanced Shaking Shoes—each carrying an independent set of screens—one set, say, for Corn, the other for Oats, or a set in one Shoe for Wheat, the other for either Corn or Oats. You virtually have two Cleaners—you are always in shape to handle two different kinds of cleaning without shutting down to change Screens. If you handle both Corn and small Grains this "Monitor" "Combined" will greatly simplify your cleaning work—instead of a few minutes to "set over" your Cleaner, you take only a few seconds. Get a list of users—the names of prominent Grain Dealers who use this machine.

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Silver Creek, N. Y.**

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



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Subscription price, \$1.00 per year.

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Established in 1882.

VOL. XXXIII.

CHICAGO, ILLINOIS, DECEMBER 15, 1914.

No. 6.

Fort William Elevator Adds Another Storage Unit

The New 4,000,000 Bushel Annex Just Completed for the Canadian Pacific Elevator Typifies the Latest Word in Concrete Bin Construction and Machinery Equipment and General Design

THE Canadian Pacific Railway's grain storage and handling facilities at Fort William, Ont., comprise a total capacity of some 7,250,000 bushels. A part of this immense storage is included in the new and latest addition, to Elevator "D."

This new annex, shown in the illustration, is essentially a shipping elevator, receiving grain from the old house and shipping direct to boats. It is located on the Kaministiquia River and is virtually an elevator in itself, having its own equipment of elevator legs, conveyor belts, scales and dock spouts, and adequately supplements the car unloading equipment in the older house. Its capacity is 4,000,000 bushels.

To secure a good foundation the main portion of the excavation was carried down to the water level and 11,200 wooden piles, 45 feet long were driven. On top of these piles a reinforced concrete slab 3

feet thick was laid extending over the entire foundation area of 245x245 feet, the elevator being 159 feet high to the top of the leg house.

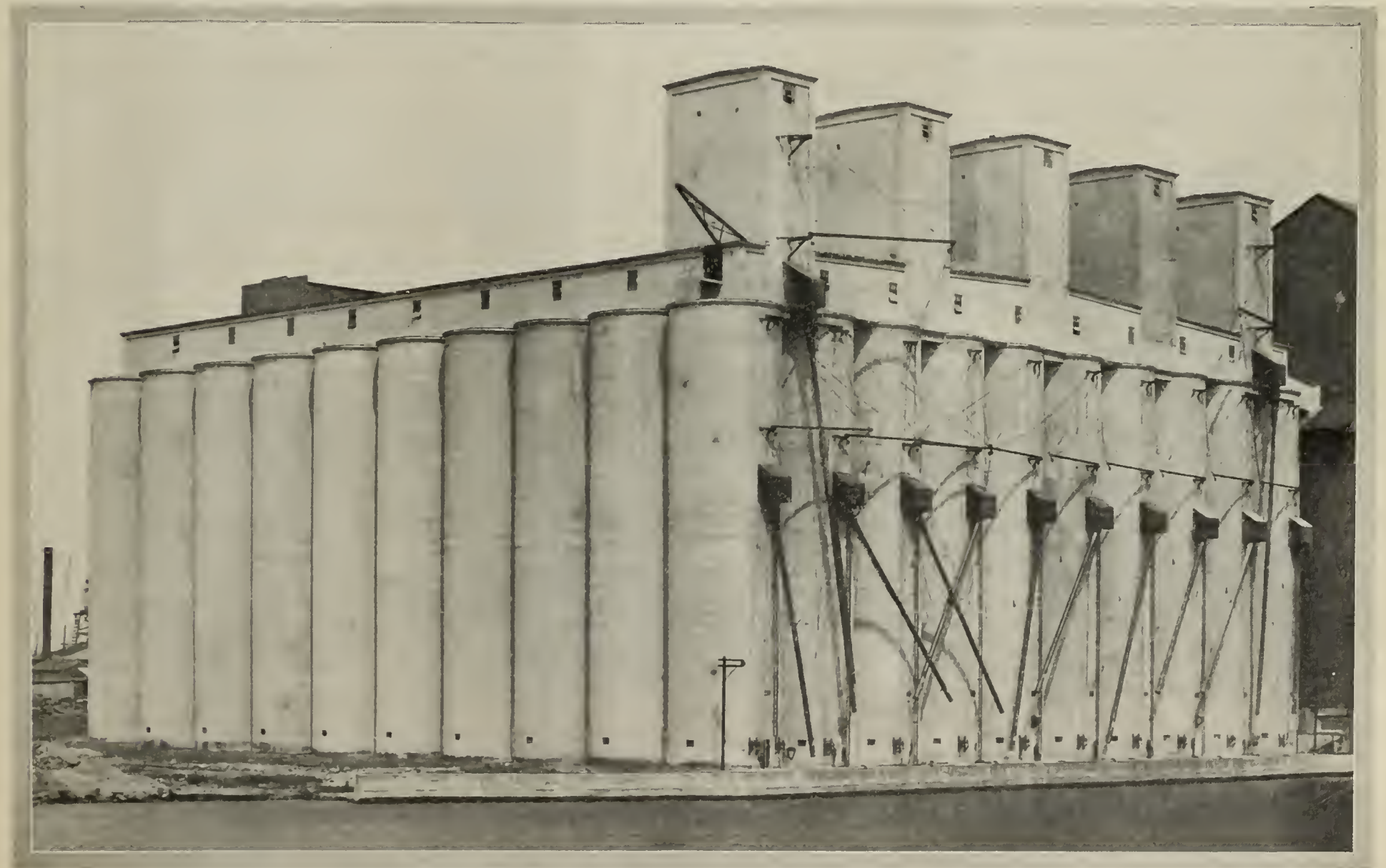
The bins total 100 circular and 81 interspace. They are of reinforced concrete, circular in form, 23 feet, 9 inches in diameter and 98 feet, 6 inches deep. The bin walls are 7 inches thick and the capacities of the bins range from 3,950 bushels to 33,980 bushels. The circular bins along the east or river side of the annex each have an intermediate concrete bin bottom, mid height of the bin, the upper portion used for shipping and the lower for storage.

Moving forms were employed for constructing the bin walls. These forms were raised by means of a patented device, consisting of a plain steel reinforcing rod set vertically in the bin walls, and which passed through a hollow screw jack. This jack was attached to a steel yoke which in turn was bolted to the forms. By means of an ingenious

gripping device, the jack gripped the rod and when turning motion was imparted to the screw, the jack climbed the rod forcing the yoke and forms up. This method enabled the forms to be kept in constant motion and permitted concrete to be placed night and day. The bin bottoms are of reinforced concrete supported directly on the foundation slab. Each bin is provided with a steel belt loader having a rack and pinion valve.

The cupola is constructed entirely of reinforced concrete. Columns, girders, floor and roof beams, stairs, walls, floors and roof, are all of concrete, steel only being employed in the case of spouting, garner bottoms, leg casings and scale hoppers. The cupola is surmounted by five leg houses, 50x17 feet, each having a scale and machinery floor.

Grain is received into the new addition on five 36-inch belt conveyors located in the cupola, and is loaded out on ten shipping conveyors under the



CANADIAN PACIFIC RAILWAY ELEVATOR "D" EXTENSION, FORT WILLIAM, ONT.
Designed and Constructed by the Canadian Stewart Company, Ltd., Montreal, Que.

bins. These conveyors discharge either to adjacent elevator legs or on to a cross reversible conveyor, thus making it possible to transfer grain from any bin in the annex to any shipping leg, or if necessary back to old Elevator "D." The shipping legs are five in number and each have two rows of 14x7x7 buckets. These legs carry the grain from the shipping conveyors in the basement to 1,400-bushel garners located above five 1,000-bushel Gurney, Truss Lever Pattern, Hopper Scales with recording beams. From the scales the grain is spouted direct to shipping bins which are provided with a 60-foot dock spout for loading into vessels. Two large dock spouts have been provided which enable the operator to load two vessels lying alongside each other.

Every convenience has been provided in the elevator to make it modern throughout. An intercommunicating telephone system was installed giving ready communication with the offices located

in both the new and the older units. An electric freight elevator was provided which operates between the basement and the gallery floor. Tile offices electrically heated have been constructed for the operators, on the basement and gallery floors. A ticket elevator operating between the basement and gallery also forms part of the equipment.

Each equipment unit is driven by an individual squirrel cage induction motor. There are 21 motors with an aggregate of 1,110 horsepower.

All the dock spouting and general machinery for the elevator was supplied by The Webster Manufacturing Company of Tiffin, Ohio.

The entire belting equipment was furnished by the Canadian Consolidated Rubber Company, Ltd., Montreal, Que.

The Canadian Stewart Company, Ltd., Montreal, Quebec, of which R. H. Folwell, is chief engineer and W. R. Sinks, manager, acted as designing and construction engineers for the entire work.

tected shaft dead end within six feet of floor or platform level; each projecting set screw; each unprotected coupling, with protruding nuts, bolt-heads, keys and pins; each set of tight and loose pulleys on power transmission not provided with a permanent approved belt-shifter; insufficient or poorly arranged fire exits and escapes and insufficient fire fighting appliances; overcrowded conditions, where light, sanitation, ventilation, general order and care are poor; each elevator where there are protruding objects in shaft; each elevator car not provided with safety catches; each elevator shaft not provided with gates; each elevator without automatic car limit stops at top and bottom.

A summary of the credits available shows that many of them are merely the converse of bad conditions for which charges are made. That is, the opposite of the condition making the charge will produce a credit. Among the most important are the following: Specific credit where no power boilers are used; specific credit where boilers are in detached boiler house and (or) inspected by city, county, state or insurance company inspector; where all smoke stacks are constructed of brick or concrete; where there are no steam or other engines in use; where all dangerously located moving parts of engines, such as flywheels, cranks, cross-heads, oil rods, etc., are guarded in approved manner; for each engine equipped with independent automatic speed limit engine stops; extra credit where engine is connected with stop stations located throughout plant and periodically tested; where individual electric motors are used; for efficient means of stopping machinery; if a substantial portion of shafting is fitted with self-oiling bearings or where other methods are employed, making it unnecessary for oiler going near shafting when in motion; where efficient means for first aid to the injured are provided; for approved fire alarm system; where general order, light and sanitation are good; where elevator has approved signal system, locking device on operating cable on each floor, proper protection under head sheaves, equipment with speed governor, etc. The application of schedules, similar in general to the foregoing, may be expected by elevator men in the near future. The first applications are being made in states where compensation laws are in effect; but it seems safe to predict that the system will ultimately be extended to all other communities, either simultaneously with or in advance of the enactment of compensation statutes.

NEW RATES SUSPENDED

Western railroads recently filed a new schedule of rates with the Interstate Commerce Commission to take effect on December 1. On November 30 the Commission suspended the schedule until March 31, 1915, pending a hearing. This order saves the grain trade of the West a very material increase, in some cases as much as 8 percent in addition to the 5 per cent increase already filed for the Central Freight Association territory.

In the 5 per cent rate decision of the Commission, handed down last July, it was suggested that the railroads increase the unremunerative tariffs. These include grain and grain products, the present rate from Chicago to New York being 16 cents domestic and 13 cents export. Under the proposed schedule these will be respectively 17 and 14 cents.

Besides grain and flour it is proposed to increase the tariffs on live stock and fresh meats, beer, copper, corn syrup, pig lead, paper, cotton, wood pulp, and other commodities, all of which are said to be carried without remuneration at the present time. The enthusiasm with which the railroads adopt the suggestion to increase their unremunerative rates is only exceeded by their apparent neglect of the suggestions for economy.

In the new tariff schedule is a provision for a charge of \$5 per car for stoppage in transit for the purpose of loading or unloading. This is in line with the further recommendation by the Commission of a charge for all special service. Elevation allowances were also withdrawn.

Analyzing Accident Hazards

Class Insurance Rates Give Place to Individual Terms—Incentive to Good Construction and Care—Some Factors Which Make for High and Low Rates.

By G. D. CRAIN, JR.

FOR the first time in the history of American business, real interest is being displayed in the elimination of accidents in industrial plants. The "Safety First" movement, the enactment of workmen's compensation measures and other recent developments along this line have emphasized the fact that everybody who uses power and machinery is trying to make their use less dangerous, as well as more efficient. And real efficiency cannot be had unless safety has been assured also.

Grain dealers operating elevators have been among the most earnest and consistent workers for accident prevention. Many a grain handling plant has been equipped with electric motors chiefly for the purpose of getting rid of the accident hazard involved in the transmission of power mechanically, as well as for the other advantages believed to lie with this method of operation. Care has been taken to guard exposed points, and the danger involved in the use of the equipment has been impressed on employees. Grain men, as a rule, would have to be given a position near the top when it came to figuring on plants where accidents are at a minimum, and where every possible effort has been made to eliminate unnecessary hazards.

The average elevator man, therefore, will welcome the announcement that the insurance companies have finally come to a system which has long been recognized as the only just and equitable one, that of rating every plant individually, and of putting every concern which operates machinery on its merits. The plan heretofore has been to adopt a rate for every plant in the same class, this rate to be determined by the experience of all of the companies on plants of that kind. Sometimes a differential was made in favor of a given territory, where the experience had been favorable, but generally speaking every plant in a class paid the same rate as every other plant in that class.

The obvious injustice of this method is apparent, because it is plain that a system of that sort, averaging up losses and then distributing the results evenly over an entire industry, penalized the up-to-date, careful plant manager, and gave a bonus to the concern which didn't care, and which ran its plant any old way, without regard to danger. Not many grain men or other business men want to see their employees get hurt; but it is human nature—at least some kinds of human nature—to follow the line of least resistance, and in a case of this kind that meant to go to as little trouble as possible.

The insurance companies' attitude was that of letting well enough alone; and if it had not been for the fact that workmen's compensation laws have been enacted in about twenty-five states,

it is likely that the old flat rate system would still be in vogue. The development of laws of this kind, however, which will certainly be put into general operation in the next few years, meant that higher losses would have to be paid, since every accident would mean the paying out of money, whereas under the common law system few who are injured are able to recover by leaping the obstacles of fellow service, voluntary assumption of risk and contributory negligence set up between them and favorable action by the courts. Knowing that these heavy losses would have to be distributed more carefully, the companies set about putting manufacturing plants and others using power, such as grain elevators, on a merit basis; and they have worked out a schedule which puts it up to each concern to clean up its plant, get rid of as much of the hazard as possible, and thereby get the lowest rate available in its class.

Such a plan is sure to stimulate accident prevention work because in addition to the humanitarian influences which have been present heretofore, there will be a definite pecuniary interest involved. The elevator man with a dangerous power plant, or with transmission equipment in too prominent a position, will hasten to make improvements that will reduce danger from this source, because it will be money in his pocket to do so. And the concern which has always kept its plant up to the highest possible point in this respect will begin to earn dividends on this investment in time and thought and money.

Under the analytical rating system that has been adopted, charges are made for defects and credits given for improvements. If the latter exceed the former, the elevator gets a lower rate than the standard or basis rate; if the defects are greater than the credits, then a net addition is made to the basis rate, thus increasing the premiums which must be paid.

Among the charges which would apply to grain elevators are the following:

Defective foundation of building; overloaded floors; defective condition of floor surface, such as protruding nails, loose boards, etc.; floor openings not protected by standard railing or toe boards; hoist way openings not guarded as are floor openings; poorly lighted stair flights; stair flights not provided with standard handrails; dangerous conditions in or about boiler rooms; each unguarded engine flywheel; each engine not equipped with efficient governor; imperfect electrical equipment; each unguarded set of gears; each unguarded horizontal belt with seven feet or less clearance from floor or platform level; each vertical or inclined shaft unguarded; each unpro-

Selling Seed in France

Market Day in the Country Town Is the Time of Greatest Seed Selling—Seed Grain One of the Principal Commodities Sold—Cash Is Basis of All Trades

By WALDON FAWCETT

MEN who are familiar with American methods of grain handling and kindred activities never fail to be surprised, upon the occasion of a first visit to France, by the contrasts of ways and means which are to be seen in that country of intensive methods in the grain industry. It is safe to

the curb. Whatever the pretensions of the selling facilities the use of sacks as receptacles for the seed on sale is invariable and the number of these sacks which clutter the market space of what is, to all intents and purposes, a small cross-roads town is eloquent testimony to the scope and extent



ONE OF THE OPEN AIR SEED MARKETS IN FRANCE
Women Take a Prominent Part in Both the Buying and Selling End.

say, however, that no phase of French activity in this field is likely to strike the stranger as more unusual than the French method of selling seed in the agricultural districts.

Compared with the American practice of selling seed by mail or through the medium of seed and supply stores the French plan of disposing of seed direct to the ultimate consumers in open-air marts is about as different a means to the same end as can be conceived. And now that the European war has placed upon the shoulders of the rural women of France so many of the responsibilities that were formerly borne by the men in the grain industry, it is interesting to observe that seed merchandising has all along been, to a great extent, in the hands of the women.

Seed selling during the season when the demand is active is carried on most energetically on the occasion of the periodic markets or market days. In France, as in many another European country, these local markets are an institution and they have no counterpart in the United States. To the market the farmer brings his produce and live stock in the hope of effecting a sale or exchange and, such transaction closed, he forthwith proceeds to lay in a supply of the commodities which he requires on the farm. The markets are usually held on the public squares of the agricultural towns and merchants, in order to sell to the farmers, fill the central space and the adjacent streets with stands and booths which render the scene suggestive of the familiar street fair in an American city. A very considerable proportion of the space set aside for the vendors who have goods for sale is given over to the seed merchants. Indeed it is not unusual in a trading center in a thriving grain-growing district of Brittany or Normandy to see one entire side of the public square given over to the dispensers of seed.

Some of the seed distributors occupy uncovered wooden booths; others are sheltered by stands roofed with hoards or canvas and yet others merely stand beside rows of open seed sacks ranged along

of the grain growing industry in France. Sales of seed are almost invariably for cash or its equivalent, for the French farmer is notoriously well financed. Some of the seed merchants merely operate locally in their own respective communities but the fact that the markets in the different towns of a district are, in so far as possible, held on non-



A SEED MARKET IN BRITTANY
Showing the Peculiar Style Hand Scales in Use.

conflicting dates renders it feasible for seed merchants who so desire to attend the different marts in succession and thus supply the grain growers of an entire province. In most sections of rural France, too, there are certain special market days in the spring and fall—sometimes coincident with notable religious festivals—which bring out an es-

pecially heavy representation of farmers and the seed merchants make an especial effort to be on hand early and remain late at such gatherings.

One factor that contributes to the value of the fairs as opportunities for seed selling is that the French Government, the various departments, and the local towns all lend aid in organizing the fairs, and where competitive displays of farm products are held the money prizes are of sufficient importance to attract the entire farming community. The representatives of the seed houses in attendance at these fairs seek to lay the foundation of future business to some extent by the distribution of advertising literature but in the main the French agriculturists are pretty conversant with what they want in the seed line and come prepared to purchase although, with characteristic French shrewdness and thrift, they shop from merchant to merchant to compare quality and prices.

GRAIN DEALERS AND THE WAR TAX

BY C. H. CANBY

President Chicago Board of Trade.

The War Revenue Bill as passed by the House of Representatives, contained the provision that all sales of products or merchandise for present or for future delivery sold on an Exchange, Board of Trade or similar place, were subject to a tax of 1 cent for each \$100. As a very large percentage of the grain moving from country stations for export or for domestic consumption is sold on and through the market places, termed Exchanges, it was at once apparent that a great burden had been placed upon the grain trade. The Chicago Board of Trade in conjunction with the Grain Dealers' National Association and Associations in the various states and the Exchanges of other cities, immediately began a vigorous campaign for the elimination of this tax. As no hearings were granted by the Senate Finance Committee, this work was necessarily performed by direct solicitation of Senators both in person, by resolution and correspondence. While our efforts did not meet with complete success, we succeeded in having this section amended so as to omit from its operation—"All grain sold while in course of transportation."

By a ruling of the Internal Revenue Department, we succeeded in having this amendment construed to cover the usual allowance of 3 days, which, by the rules of the trade, is considered a reasonable time

for the delivery to cars or vessels of grain sold for "immediate" shipment, as a result of which a very considerable portion of the burden was removed.

Sales of cash grain for future delivery or shipment to a non-member of an Exchange are not subject to a tax.

Sales made by a country shipper not a member of

an Exchange for future delivery to a member of an Exchange—are also not subject to a tax.

Sales made on an Exchange for future delivery by a member of the Exchange for account of a non-member, are subject to the tax, which must be paid by the principal.

Sales of cash grain on an Exchange are not taxable if covered by a bill of lading showing that the grain is in course of transportation.

All bills of lading require a 1 cent stamp.

SUCCESS IN SEED CORN

A man, wise in his generation, has spoken to the effect that anyone who can make even a mousetrap better than other people will soon have a pathway worn to his door, though he live in a wilderness. If this is true of the humble mousetrap it is infinitely more true of seed corn, especially in this year of our Lord, 1914. Beginning some eight years ago with prize winning corn which he raised himself, S. G. Trent, of Hiawatha, Kan., started a seed business in corn. This he sold to friends and neighbors who had not been as fortunate in their yield or type. He found that the demand for selected seed was greater than the supply, and his business has grown on conservative lines until now



BROWN COUNTY SEED HOUSE, HIAWATHA, KAN.

Mr. Trent has one of the best equipped seed corn houses in Kansas.

The original seed house in which the preparation of the seed was carried on, is situated one block from the Grand Island and Missouri Pacific depot, with a spur line running to the door of the plant. Last year the business outgrew the original house and Mr. Trent acquired the plant of the Hiawatha Milling Company, which was entirely remodeled in August, 1913, to serve the ends to which it was to be put. At the present time he has 15,000 square feet of floor space for the storing, sorting, and shipping of seed.

The corn which Mr. Trent handles is almost entirely of his own raising or of that raised from his own seed. This is brought to the seed house in wagons and dumped to the pit in which is situated the elevator boot. The elevator carries the corn to the sorting floor on which are specially constructed tables. Over these tables the corn is conveyed slowly, and in its course is sorted by expert corn judges. The choice ears are either crated for shipment or butted and tipped for shelling, all of the seed being thoroughly cleaned before it is shipped. The rejected corn is ground into meal or feed.

Besides white and yellow corn, Mr. Trent handles a variety of other seeds which are all selected with the same care.

According to the figures given out by J. E. Templeton, grain inspector of Montana, that state has 412 grain elevators, with a total capacity of 12,500,000 bushels. These elevators are operated by 179 different concerns.

The Hen That Pays Her Board

Feed the Laying Hen and Kill the Non-producer, Is a Proper Slogan for Poultry or any Other Business—Side Lines Which Do Not Pay Should Go—First Find Out Which Lines Pay Best

By KENNETH C. CARDWELL

THERE are a good many grain men, good fellows and good business men in their way, who are still inclined to believe that their efforts in handling their particular share of the grain trade are not properly rewarded. Following out the traditional and general dislike of every man for his own job, they sadly contemplate the wasted years spent in buying and selling wheat, corn and oats, and the success which would have been theirs if they had done something else.

This may be all right in some instances, perhaps. Where a man is the head of a concern running a good-sized elevator, for instance, in connection with a correspondingly good-sized business, he knows whether or not his efforts have been repaid by success, and if not, he may either blame himself or take the more natural course, and blame the business he

well as that of his employes and teams. And this was pointed out to him one day not long ago, when he was expressing himself on the well-worn subject of the flaws in his own business and the desirability of other forms of endeavor.

"Here I work like a horse, twelve months in the year, at this blamed little old elevator," he wailed, "and I hardly make a living out of it. I don't make a living, as a matter of fact, fit for a white man. If I worked as hard as I do in some other lines I bet I'd be rich. Why was I ever such a chump as to go into this fool business, anyhow?"

"Oh, you're doing fairly well," said his friend the bank bookkeeper, who was smoking a pipe in the office. "I expect that if you only knew it, you'd find that this little business of yours, the grain end of it at least, is paying pretty well. The trouble with you is that you don't know enough about your business."

"The Sam Hill I don't!" flared the grain man, belligerently. "Who says I don't? Been in it long enough to know it, and every bump in it, it strikes me."

"I don't mean what you think I mean, Sam," apologized the bookkeeper with a grin. "What I mean is that while you are probably as good a grain buyer as there is in the country, and as good an all around business man, there are things about the inside of your business you don't know. For instance, to get at it right away, you handle coal and ice, in competition with three or four other concerns here in town; and I'll venture to say that you don't know where your income comes from—grain, coal or ice, or cement, or any of the other side-lines that you fool around with. Now, do you?"

Sam waved both hands angrily, after the manner of the members of the celebrated firm of Potash & Perlmutter.

"Rot!" he vociferated. "Why should I know just where every dollar of profit comes from? And how could I, if I wanted to? I know well enough how my bank account stands, all right, and I know that the balance at the end of the year isn't what it should be for a man who works as hard as I do."

And this, in a nutshell, is exactly the attitude of many a grain man in the average small town, handling the side lines which are customarily handled by members of the trade. Opposition to anything which smacks of red tape is almost ingrown in the typical American business man; but red tape is one thing, and a proper view of one's business, which can only be had by a little expert attention to the accounting end, is another. System, which is applied intelligence, means good accounting; red tape is system gone to seed, and is "something else again," to quote Potash & Perlmutter once more.

The need for knowing which of a number of different lines of goods or lines of work is producing the profits, and which are loafing on the job, as it were, is exactly analogous to the need of the chicken fancier for knowing which hens are laying and which are not. The object of the one is to apply the axe to the pullets which are eating up feed without giving a return for it; and the legitimate object of the business man is to apply whatever remedy is necessary, from the axe to the pruning knife, to any line which he finds is not paying its way.

In the case referred to, the bank bookkeeper had a shrewd suspicion, founded upon certain facts which had come to his knowledge in the bank and in other ways, that his friend the grain man was losing more on some of his lines than he was earning on others; and he therefore suggested an inside

is engaged in. But there are a much larger number of men interested in the trade who cannot dispose of the matter this easily, if they view it in the proper light, for certain easily understood reasons.

To put the illustration before the point which it illustrates, the example of the up-to-date poultryman may be cited. Most grain men are more or less familiar with poultry, which makes the example all the better. They know, for instance, that the wise owner of hens, the man who is doing the thing right, sees to it that he has definite and exact information, obtained by means of such devices as trap nests and individual records based thereon, of the performances of each hen covering a certain period. No more detailed records are available for the ardent follower of the ponies than the scientific chicken fancier keeps for his own information in this respect.

And any grain man, fancier or not, can tell without any coaching, the reason why this is good business. To any ignorant person who asked him the why and wherefore of such troublesome records, he would point out, with something of indulgent contempt at such crass density, that it is pure waste to feed and care for pullets that are not paying for these things by laying a fairly remunerative number of eggs. The wise poultryman, therefore, finds out which are doing their duty in this respect and which are not, and weeds out his flock accordingly.

Keeping this significant fact in mind, then, the flaw in the attitude of a certain grain man in a Middle Western town can easily be detected—that is, when it is understood that he also handled a coal and ice business, both of which demanded a considerable proportion of his time and work, as

look at the books, resulting from the right kind of accounting, as a remedy.

"I knew perfectly well that you'd take that attitude," he answered, unmoved, when Sam had expressed himself as quoted above. "But I think you see the point, just the same. I don't know to what extent you figure overhead, interest on investment, and so forth; but I do know that you are a good, close buyer of hay and grain, and that you know how to sell it. I know, furthermore, that that branch of your business frequently keeps you busy for the greater part of the year, and that the other branches which you handle sometimes demand time which you are in no position to give them. That is one reason why I believe they are not profitable to you. If they aren't you certainly want to know it, don't you?"

Sam scratched his head, as this view struck him. "Why, yes, I suppose I do," he admitted. "I'm not handling these things for fun, you know; I took 'em on because it looked as if there ought to be money in them, and if there isn't I want to find out about it."

"Exactly!" beamed the other, triumphantly. "Now, I have certain reasons for believing that, for one thing, you're not charging enough for your coal, when you figure in delivery costs and overhead. Smith, over here, is an older head in the business than you are, and yet you've committed the fine error of trying to undersell him. And, for another thing, I have reason to believe that you are not keeping up your collections as you ought, on your coal business. Smith has let you take on a lot of his old customers, and they've stung you the limit. Isn't that right?"

And Sam had to admit that it was. He was handling a fair volume of coal business, frequently having to hire teams to take care of it, his own being busy; and he had been going along under a vague impression that volume meant profit, without analyzing the situation at all. Suddenly, it occurred to him that there might be something in what his friend had said, and it began to dawn on him that it might be worth while to take a look into his business, and every part of it, from this particular angle.

It is undoubtedly true that in many instances the small-town grain man can profitably and properly handle coal, as well as, say, cement, building materials, mill-work and other side lines with considerable profit; but he cannot do so at the expense of his main line, the grain trade, without sacrificing something somewhere. Nor can he overlook the necessity of keeping his prices at the proper level, and his profits right on every item, and still handle his business as a whole profitably.

All that is necessary is to take proper care in the matter of seeing that every line is made to bear, in the accounting, a proper share of the expense of handling the business. Delivery costs, interest, bad accounts, overhead expenses, should all be taken into consideration. If this is done no grain man will have any cause to blame his grain business with the losses caused by some improperly handled side-line.

COMPLAINTS FROM IOWA

A recent report from Des Moines, Iowa, carried the story that Attorney-General Cosson had called the attention of the state dairy and food inspectors to complaints of treatment by elevators in the northern part of the state. These complaints were said to emanate from farmers who claimed to have been buncoed by the grain buyers at those stations where there is no competition. Instead of the standard 70 pounds to the bushel of cob corn, the elevators are said to demand 80 pounds. Shelled corn is only accepted at 60 pounds to the bushel instead of the legal 56 pounds. Various excuses are said to have been given, including shrinkage, freight charges, dockage, all of which must be offset in some way by the buyer.

Coupled with these charges are the more common ones that the price is lower at the stations where there is no competition.

THE AMERICAN ELEVATOR AND GRAIN TRADE

The inspectors of the Dairy and Food Department were given minute directions as to how to obtain evidence which would convict these operators of discrimination, and it is to be hoped that the evidence will be found and the dealers summarily dealt with if it is true as the case is cited.

In speaking of the case the attorney-general is reported to have said:

"This is a matter which is of tremendous importance to the farmers of the state. The elevator men who require more than the standard weight per bushel do it with the idea of getting the grain at

lower rates than are paid at other points where there is competition. If the buyers want to cut the price at non-competitive points, they should do it in an open way, and not resort to an underhand method.

"We have no way of knowing how extensive these grain frauds are. We do know that the complaints are coming almost entirely from points where there is but one elevator and that where there is more than one buyer, the farmer generally gets fair treatment. We have a law which prohibits this discrimination, and it is our intention to enforce it."

Practical Accounting for Grain Elevators

A Simple System by Which Elevator Transactions Can Be Recorded—Accurate and Easy to Handle, and Acceptable to Railroad and Warehouse and Public Utilities Commissions

By A. C. BRUDE

[Fifth Article]

AFTER completing the profit and loss statement, the inventory figures are entered to the ledger through the journal in the following manner, to charge the following year with inventory credit items and credit same with inventory debit items:

Debit—	
Wheat, new	\$38,267.00
Oats, new	14,117.13
Handling, new	24.30
Insurance, Grain, etc., new	113.40
Credit—	
Wheat, old	\$38,267.00
Oats, old	14,117.13
Handling, old	24.30
Insurance Grain, etc., old.....	113.40
Dr. Exchange, old75
Cr. Exchange, etc., new75
The entries to "Old" accounts are posted to the ledger accounts for the present year and those to "New" to the new ledger for the following year. If the same ledger and page is used, it would be necessary to drop the "New" posting three or four lines below the lowest posting in old account to allow room for closing the account into Profit and Loss Account and ruling same off. After posting all "Old" entries, the balances in these accounts should correspond with the figures shown in the Profit and Loss Statement and the accounts are closed into "Profit and Loss" account in the ledger as here illustrated:	
Dr. Wheat	\$15,649.78
Cr. P. & L.	\$15,649.78
Dr. P. & L.	430.00
Cr. Corn	430.00
Dr. Handling	72.39
Cr. P. & L.	72.39
Dr. P. & L.	80.00
Cr. Commissions	80.00

These are sufficient to illustrate without enumerating all. When these are posted, all accounts in the old ledger affecting profit and loss should balance, the debit and credit footings of those accounts are written in ink and double lines drawn under. The profit and loss account contains their figures and the balance of this account should correspond to the "Net Profit for Year" shown in the statement, \$30,773.51. This awaits the disposition of the Board of Directors (if a stock company) as to dividend and surplus, or is divided to personal accounts if a proprietor or partnership. If a stock company, the Board of Directors would perhaps pass a motion, which should be duly recorded in the minute book, to pay sixty per cent dividend out of Net Profits for the year and carry the balance if any to Surplus account. The journal entry would be:

Dr. Profit and Loss	\$30,773.51
Cr. Dividend	\$30,000.00
Cr. Surplus	773.51
Per minutes of Board of Directors' meeting — (date), and when the dividend is paid to stockholders; the entry is a debit to dividend account and a credit to the bank. Usually a dividend is made payable a few days after the close of the fiscal year.	

With these entries all posted and balances transferred to the new ledger (or brought down if the

same ledger be used), the "Trial Balance After Closing" is taken off, which should exhibit a true statement of the affairs of the business, to close the old and start the new year aright. This would appear as follows:

Blank Elevator Company.	
Trial Balance After Closing—July 31, 1914.	
Capital Stock	\$50,000.00
Surplus	6,056.63
Dividend Payable	30,000.00
Elevator Plant and Yards.....	\$50,000.00
Wheat	38,267.00
Oats	14,117.13
Corn	400.00
Barley	918.21
Flax	8,932.10
Lumber	21,000.13
Flour and Feed.. ..	3,338.14
Coal	12,316.20
Exchange, accrued75
Expense, accrued	1.56
Freight, accrued	42.15
Gasoline, prepaid	4.20
Handling, not collected	24.30
Insurance, Grain, prepaid	113.40
Insurance, Buildings, prepaid.....	99.40
Postage, prepaid	2.35
Telephone and Telegraph, accrued	1.45
Taxes, accrued	45.70
Storage, not collected	32.60
Bank	5,493.14
Cash Drawer	10.00
Furniture and Fixtures.....	250.00
Notes Payable	60,000.00
Pelton Mills Co.....	1,575.00
Rex Coke & Coal Co.....	4,850.00
Pollock Lumber Co.....	8,219.00
Terminal Grain Co.....	4,213.12
Goodrun Mills	1,260.82
	\$160,792.24
	\$160,792.24

The Balance Sheet called for by banks and credit rating companies is drawn up from the above.

It would be a good plan to make a list of the items of machinery, equipment and buildings that go to make up the "Elevator Plant and Yards" account, also "Furniture and Fixtures," and put it away in a safety deposit box. Such a list would expedite the settlement by insurance companies in case of a fire and it would be more sure to include everything than a list made up after the fire from memory.

The proprietor or Board of Directors should secure a certificate direct from the banks, debtors and creditors certifying as to amount of balance, which should agree or reconcile with book balance. It should be done independently of the bookkeeper. If an auditing firm is employed, they will undoubtedly attend to this.

Notes Payable or Notes Receivable should be listed, giving detail as to date issued, amount, rate, due date, etc., and certificates as above should be secured for these also.

There should be a write-off each year of a certain per cent of the value of buildings and equipment to allow for depreciation, in which case the entry would be Dr. Profit and Loss, and Cr. Depreciation Reserve, opening an account in the ledger for the latter. But if these are kept up in good repair and

charged to repair account, it would serve the same purpose.

There should also be a reserve for Bad Debts of $\frac{1}{2}$ to 1 per cent to take care of debts which prove uncollectible, provided any large number of accounts are carried.

Some system in the keeping of the accounts, a regular trial balance and a profit and loss statement at intervals of six months or a year give dignity to a business and invite the confidence of banks credit rating companies and the business world in general, to say nothing of the satisfaction, benefit and guidance afforded the management.

HOW THE CHICAGO TRADE MARKET TOUCHES THE TRAVELERS IN BELGIUM

The frantic, changing fingers in the wheat and corn pits of Chicago reflect the advance or retreat of the Allied armies. Each new figure on the black board may mean a warship sunk, a ruler taken sick, or a new position gained after weeks of fighting. So close and so intimate is the touch of war on the grain exchanges of the country.

But our influence abroad is no less important. Thousands of soldiers, and hundreds of thousands, even millions, of non-combatants, await eagerly for every cargo of grain from America. Many of the latter are dependent wholly on the charity of the American people, for they are destitute, their homes destroyed in many cases or in the hands of hostile armies. How generously Americans have responded to this hunger cry from abroad, in the face of unemployment and destitution at home, is familiar to all. The gifts of flour and grain have greatly swelled our export figures, which government purchases in Europe had already made large, and the high price and excellent condition of the corn are bringing out large quantities of that cereal as well as of wheat.

The official figures of the state grain inspector show that in November of this year 19,531,000 bushels more of grain came to Chicago than in November of 1913. Of this gain 6,973,000 bushels is represented by corn. The total figures for the various

grains received this year and last are: All grain, 7,037,000 bushels in November, 1913, 26,568,000 bushels, November, 1914; corn, 2,188,000 bushels, and 9,161,000 bushels respectively for the month in the two years; and wheat, 794,000 bushels, and 9,579,000 bushels.

The increase in the corn receipts and shipments has been a severe test for the inspection department, for this year the new corn grades are in effect, necessitating in most cases a longer time for inspection. Under Chief Inspector Gibbons, who is shown in the picture with the letter in his hands, the facilities of the testing department are so enlarged and improved, however, that no unusual congestion has occurred in the department. Six new moisture-testing machines have been added, making a total of 18 in constant use. With these Peter Pomp, the chief tester, who is shown at the right and back of the picture, with his assistants, can handle samples from 108 cars every 30 minutes. A record of 1,398 cars of corn received in one day, was registered this month, so it is well that the inspection department is in such excellent shape. While the technical difficulties in the new grades appeared very great, it has worked out so that the grading in most cases can be done, with the aid of increased facilities, as rapidly as in the past.

TO REGULATE OCEAN FREIGHT RATES

A short time before Congress adjourned for the election recess a brief resolution was introduced which we shall give in its entirety. The resolution is of considerable importance to the grain trade and yet has escaped the attention and comment of the trade thus far. It was passed by the House and was only tabled in the Senate because its usefulness was not fully understood. It is scheduled to be brought up again at an early date and will probably be passed. The resolution is as follows:

Joint resolution (H. J. Res. 311) instructing American delegate to the International Institute of Agriculture to present to the permanent committee for action at the general assembly in 1915 certain resolutions.

Resolved, etc., That in accordance with the authority of letter (f) of article 9 of the treaty establishing

the institute, which provides that it shall "submit to the approval of the Governments, if there be need, measures for the protection of the common interests of farmers," the American delegate to the International Institute of Agriculture is hereby instructed to present (during the 1914 fall sessions) to the permanent committee the following resolutions, to the end that they may be submitted for action at the general assembly in 1915, so as to permit the proposed conference to be held in Rome during the fortnight preceding the session of the general assembly of the institute in 1917:

"The general assembly instructs the International Institute of Agriculture to invite the adhering Governments to participate in an international conference on the subject of steadying the world's price of the staples.

"This conference shall consist of members appointed by each of the Governments adhering to the institute, and is to consider the advisability of formulating a convention for the establishment of a permanent international commerce commission on merchant marine and on ocean freight rates, with consultative, deliberative, and advisory powers.

"Said conference to be held in Rome during the fortnight preceding the session of the general assembly of the institute in 1917."

The subject was introduced at the instance of David Lubin, delegate of the United States to the International Institute of Agriculture at Rome, Italy. England, Canada and the United States recently appointed separate commissions to enquire into the shipping business, and from these reports Mr. Lubin makes a rather startling summary of the condition. It appears that package freight rates are comparatively stable, are fixed by regular schedule, and require notice of 30 to 60 days to change. The rates on bulk freight, including grain, are not scheduled and can be changed without warning. Mr. Lubin states it:

First. That the evils arising from former unrestricted competition in ocean carriage have driven the steamship companies to form understandings, conferences, and combinations.

Second. That these understandings, conferences, and combinations have led to the formation of great shipping trusts. These trusts control not only the lines directly owned by them, but also control, to a great extent, the traffic of the "tramp ships," all of which practically gives them a powerful and dangerous monopoly.

Third. That these monopolies give rise to and maintain excessive and unjust rates, and, by the use of "fighting ships" and by rebates to large shippers, tend



Photographed by the Chicago Daily Journal.

SCENE IN THE TESTING DEPARTMENT OF THE ILLINOIS GRAIN INSPECTION OFFICE, CHICAGO

also to bring forth other and dangerous monopolies—monopolies in buying and monopolies in selling.

A condition apparently exists among ocean carriers similar to that of the railroads before the establishment of the Interstate Commerce Commission and the passage of the Sherman Law. The price of grain is made on an international basis and therefore is influenced by the ocean carrying charges. Every shipper must deduct that freight bill from the price of his grain.

Before the present laws went into effect shippers were reluctant to change for many of them received a rebate of some sort. Now, however, all shippers realize that they are better off and the carriers admit the improved conditions. So the ocean adjustment of rates will be fought by some shippers and the carriers but when the change is finally made, as it certainly will be, all but a few of the highly privileged will be satisfied.

A NEW PLANT DESTROYED BY FIRE

A new elevator plant recently completed at Carlton, Ore., was destroyed by fire on November 18. The loss is estimated at \$40,000. This plant, which was erected by the Johnson Elevator and Warehouse Company, was expected to be a factor in the development of the bulk handling facilities of the Northwest, but that hope is now destroyed, or at least postponed for a time. The most disheartening feature of the catastrophe is that it is supposed to have



THE JOHNSON PLANT AT CARLETON, ORE., BEFORE THE FIRE

been caused by incendiaries. Three buildings belonging to the plant were practically destroyed.

The capacity of the elevator was 125,000 bushels of grain. All kinds of grain were handled, usually in car lots, and a large business in clover seed was also carried on, so that besides the bin capacity of the house, it was necessary to have a large storage warehouse for seed. The company controls a grain warehouse in Portland through which a large amount of grain is handled each year.

The elevator at Carlton was four stories in height to the eaves, an extensive Texas rising from the peak of the roof. The warehouse and office adjoining was of two stories. Both buildings were modernly equipped with all facilities for handling grain in the most rapid and efficient manner possible.

Four brothers, members of the Boys Corn Club of Georgia, produced 824 bushels of corn on four acres of land in Pickens County this year.

A Portuguese decree of August 19, 1914, authorizes the unrestricted importation of wheat into the Funchal district of Madeira and fixes the rate of import duty thereon at 0.1 centavo per kilo (4.2 cents per 100 pounds).

The Grain Department of the state of Oregon collected \$45,000 in fees during October, making in all \$73,626 since April 1, 1913. October collections represent fees on 92,000 tons of inspected grain, and 5,600 tons of hay.

The Christmas Bet

A Pre-harvest Loan Is Misdirected—The Chance of Recovery Makes a Good Bet—How Bill Seltzer Gets Back His Money and Wins a Christmas Turkey

By GUIDO D. JANES

BILL SELZER was stuck for the drinks. In other words he had advanced Farmer Swope three hundred dollars on his wheat crop and the said Swope at harvest time sold all his grain to the Allison people over at the Junction.

Being an optimist Bill did not look on the gloomy side of the situation. He even did not place the \$300 on the Profit and Loss column, putting same in the Accounts Collectible department.

"I'll bet you a Christmas turkey I get the money out of old Swope," he remarked to his foreman, Rogers.

"Put it within the statutes of limitations and I will take you up."

"All right, Rogers, I will collect it before this Christmas."

"Agreed," said the foreman, and the bet was consummated.

But how to win the bet was the puzzling question to the grain dealer. He could not get it by robbery, by diplomacy or by persuasion. Strategy alone remained.

the typewriter, "Phone out to Swope and ask him if he purchased a horse from a couple of horse traders in a moving wagon."

"Yes, sir."

"Don't tell him who we are. Just ask."

She obeyed. Swope had bought the animal. Bill's surmise was right.

"Now I am going away for several days," said



SWOPE EYED HIM

Bill. "Hold down the lid during my absence."

"Yes, sir."

Then without further ceremony the grain dealer went home. Here he burned some cork and with old clothes converted himself into a negro. He was so well gotten up his wife did not even know him.

Arrayed thus Bill made straight for Farmer Swope's place. Here he sought work. Swope, who was out in the hog lot, eyed him critically.

"Think I can use you. Don't pay much, but the work is light and cookin' good."

"Thanks, sah," replied the bogus nigger. "Dat's de place whar I wants ter git."



THE HORSE RETALIATED SHARPLY

"All right, then. Remove your glad rags and don a pair of my old overalls the old lady will give you."

"Yes, sah."

For two whole days Bill waited for an opportunity. It came on the Tuesday before Christmas Day.

On the said date Swope told Bill, alias Bill Selzer, to take the new horse he had just bought to be shod.

"He is kind of skittish and kicks a little. But don't mind him. He won't hurt you."

"Yes, sir."

With opportunity written over his face Bill went into the barn. Procuring a pitchfork he sauntered

"I'll keep my eyes open for an opportunity," he said to Rogers as the time drew near for the settlement of the bet. "When that presents itself I win."

"Well," returned the foreman, "I will make an additional bet of a quart of oysters for the turkey dressing that you don't even get an opportunity."

"Good suggestion. I will. And let me tell you. Rogers, when Christmas rolls around the turkey money will come from your pocket."

"We'll see."

"All right."

Bill had an errand up to the City Flour Mill about that time and putting on his coat left the elevator, bee-lining for the place in question, as he did so making a short cut over Flint Street to Peck Court. Enroute he passed a couple of horse traders in a moving wagon. Accidently he caught a fragmentary part of their conversation. It was this:

"We sure put it over that farmer. That horse we sold him kicks at everything from a lead pencil to an elevator lightning rod."

At first the remark did not impress him, but before he had gone a block farther an idea came to him in the shape of an opportunity.

"I have it," he remarked above a loud whisper. "I bet anything the farmer in question who bought the horse is Swope. In which case I win."

Not even going to the mill, he retraced his steps faster than a brisk walk, reaching the elevator in twelve minutes by railroad time.

"Stenographer," he said, going up to the lady at

over to the horse to be taken and, when a safe distance away, annoyed the beast with the fork. The horse retaliated sharply. Yes, it retaliated with both feet, making sufficient noise to attract the whole population on the farm.

Just as the aforesaid population reached the barn in breathless haste, Bill dropped down in his tracks and made believe he was unconscious.

"Gracious," ejaculated Swope, reaching the stall with visions of a damage suit in his mind. "Hang that horse and hang that nigger. He ain't worth a cent and the critter will try to git \$10,000 damages out of me."

They picked the limp and bogus lifeless body of Bill up and took him to the spare room in the house. Here he was revived by whisky and severe rubbing.

"I spec's I'se dade," he said. "Tell mah folks down at Bowlin' Green dat I died with me thinkin' uv'm. So long white folks."

"No you are not goin' to die," roared Swope. "You git right up from here and heat it. The hoss didn't kill you. Just stunned you. Git now—" and he pulled a gun out.

Bill, thinking it a good chance to retreat, obeyed. Yes, he obeyed with both feet jumping out of a window in his endeavor to quit the locality.

On reaching home twenty minutes later he removed his make-up and then lit out for the elevator. Upon reaching there he 'phoned Swope.

"Selzer is my name Mr. Swope. How are you today? Well a darkey is here and wants to be placed in touch with a good lawyer. Says your horse kicked him. You know all men in your employ are covered by the new state law protecting workmen. If what he says is true you will in all probability have to stand a damage suit. But I told him you were a square man and would do the right thing." (Pause.)

"Yes, of course, but even then he will sue. Look here, let's do this. Pay me the three hundred you owe me and I will settle with him." (Pause.)

"All right, we will do that. Thanks. Good bye."

Meanwhile Rogers who had seen his boss come in had entered the elevator office. He gained the place in time to catch the drift of the 'phone talk.

"So you lose," laughed Bill, eyeing his employee. "And this year's Christmas expense falls on you."

"I guess so, but I am a game loser. Let's go across to Sandy's and have a drink."

"All right. What do you think of my diplomacy, though?"

"Don't see through it."

"You don't? Why I was the darkey myself."

WHAT "COUNTRY RUN" MEANS

BY J. L. ROSENBERGER.

One grain company entered into a written contract with another grain company for the sale to the latter company of 100,000 bushels of No. 3 white oats, the oats to be what is known as "country run" oats. The question was what was meant by "country run" in this contract. The United States Circuit Court of Appeals, Eighth Circuit, says in *Updike Grain Company vs. P. P. Williams Grain Company* (193 Federal Reporter, 828), that it was evident from the testimony that, if when a contract is made nothing more is said or done than to put the words "country run" into it, the phrase does not indicate the quality of the grain, but rather the way in which it is handled. Under the terms of this contract, which provided for Omaha weights and inspection, the officials of the Omaha Grain Exchange had authority to determine whether the oats shipped to the defendant were No. 3 white oats and to weigh them, but they had no authority to determine whether or not they were "country run," the rules of the Exchange containing no mention of "country run" as a grade or description of grain.

When the defendant bought "country run" oats, it bought not only oats that came from country elevators, but also oats that had never been in a terminal elevator at Omaha. What the defendant wanted was oats which, originating in the country, had not been mixed with other oats or with anything else. The only way to be sure of that was to provide that they should not go through a terminal elevator. Once put in an elevator, no one could tell

what would happen to them. Reliance would have to be placed upon what the men in charge of the elevator said had happened to them. For some reason the trade was not willing to so rely.

That the words "country run" may sometimes be used in a different sense from that stated in the findings was indicated in some of the evidence for the plaintiff. But that same evidence (of the plaintiff's treasurer) also indicated that, when they are used in a different sense than that above specified, "all the facts surrounding the grain must be thoroughly understood between the buyer and the seller, and probably a sample submitted, so they can arrive at an intelligent basis to frame up their contract." The claim that the oats had to go into a bin in a terminal elevator at Omaha in order to be weighed and inspected, the contract providing for Omaha weights and inspection, found no support even in the testimony of the plaintiff's own witnesses.

A "QUALITY" PLANT IN OHIO

In these days of efficiency the planning of the layout of a shop sometimes makes all the difference between a profitable venture in manufacturing, and a failure or the necessity for reorganization. The



A MULTIPLE SPINDLE DRILL AND PULLEYS

Webster Manufacturing Company of Tiffin, Ohio, prides itself, not only on layout, but on every other efficient device which goes to make for quality in product, and perfection in service.

The bird's-eye view of the plant is shown in one of the illustrations. On the extreme left is the Grey Iron Foundry. The square building in the foreground is the fireproof pattern storage. The pattern shop is in the near end of the building carrying the sign.

There is a continuous crane runway through the steel shop, shipping room and machine shop and across the open space to and into the cleaning room at the near end of the Grey Iron Foundry.

The plant is located close to the main line of the Baltimore and Ohio, and the Toledo-Mansfield division of the Pennsylvania System. The factory is served by spurs from both of these railroads, with



INTERIOR VIEW IN THE STEEL SHOPS

tracks leading alongside the Grey Iron Foundry at one end of the plant and alongside the ends of the steel shop and malleable foundry at the other end of the plant. These tracks are used for receipt of materials, while a third track into the center of the factory serves for shipment of finished product.

The factory is complete in equipment and ideal in arrangement, making this one of the best and most modern of factories for economical, accurate and efficient production of machinery in the lines covered by the Webster Manufacturing Company.

Other cuts show interior views in the steel shop and a view of a multiple spindle drill, almost the whole of whose time is devoted to the boring of pulleys for belt conveyor rolls, thousands of which are required in the making of equipment of this class for grain elevators and other places in which belt conveyors are so largely used.

RUSSIAN STEAMSHIPS TO SEATTLE

The establishing of a new steamship line between Seattle and Vladivostok, Russia, will no doubt be of interest to the grain trade and of particular interest to those in the west. The Imperial Russian consul, Mr. N. Bogoiavensky, is directly responsible, according to a letter received by the new Seattle Chamber of Commerce, which states that Balfour



BIRD'S-EYE VIEW WEBSTER MANUFACTURING COMPANY'S PLANT, TIFFIN, OHIO

Thus the pattern shop and pattern storage are convenient to the foundry.

The main layout of the plant, aside from foundry and pattern storage is in the form of a letter "H." The cross-bar of the "H" is formed by the shipping department and warerooms, toward which the product works through all processes of manufacture. On the right in the distance is the malleable foundry, with chain fitting and testing departments. On the left of this, in the other leg of the "H," is the steel shop for fabrication of supporting structures, elevator casing, marine legs, screw conveyor, elevator buckets, spouting, etc. The building on the left in the center of the picture is the machine shop.

Guthrie and Co., at Vancouver, and with a branch office in Seattle, are agents of the line in America.

The exports to Russia in September, 1913, amounted to \$3,030,857, and in September, 1914, only amounted to \$217,385. Russia is fully supplied with foodstuffs but needs some manufactured articles. However, the new lines would carry grain and flour for general Oriental distribution.

This new service has already been put into effect between Vancouver and Vladivostok, and as soon as there is sufficient business in Seattle and Tacoma the service will touch there. From the number of inquiries that have recently been made by Russia for American products this will be soon.

WHERE IS THE CALAMITY HOWLER?

BY RALPH O. JOHNSON.

Has anyone seen the "Calamity Howler"? When war in Europe was declared he was yelling so loudly that the echoes of his "hard-times" voice chased each other up one street and down another, reverberated through hill and dale, resounded in county and state, until the entire United States vibrated to the tune of his despondent predictions. If one gave him an ear he heard nothing but forecasts of ruin, ruin, nothing but ruin, for the business man, the business woman, the business child or even the business animal. For the business animal, the mule, the horse, along with the others, were to be put out of "business" by the war in Europe.

"What!" shouted the "Calamity Howler," when anyone had the nerve to hesitatingly declare that no panic in the United States would follow the war, "You must be mad. Why it's absolutely impossible for this country to escape panic. It's 'good night' for everything."

This yelling and howling was loud enough and pessimistic enough to paint everything, including the atmosphere a "deep indigo blue." But it didn't, and now this enthusiast no longer is heard in the land. Nobody has been able to find where he disappeared to. But his old haunts know him no more, and his voice is silent. He is gone, and the wonder of it is that he ever was permitted to be a "Calamity Howler"—because:

When war was declared there was first a shock, a pause, business took a big, deep breath, and then the machinery of these United States, backed by the super-intelligence of her people, was set in motion to adjust finance and business, to meet the changed conditions, with the least possible friction to our trade and commerce. Our bankers immediately set in motion plans to open and keep open our avenues of export, and at the same time to guard as much as possible our supply of gold, and let the enormous purchases by the warring nations, which it was inevitable must follow in our markets, gradually liquidate any foreign indebtedness which stood against us. There was criticism of this policy, but its wisdom has been proven, and it is noticeable that such criticism as developed was not of foreign origin.

In the South the organization of the cotton pool of \$135,000,000 was put through rapidly, and our Southern business interests protected in a manner never before practiced in any country. The organization of the Reserve Banks was hastened, which assured a liquid credit at a time when money stress would have been severe, if past history can be taken as a precedent. While the Reserve Banks were in process of organization the money market was temporarily relieved by the issuance, under the guidance of Secretary of the Treasury McAdoo, of \$350,000,000 in emergency currency. The New York Stock Exchange trembled for a day, and then the work of adjustment started things forward. Banks gradually adjusted outstanding contracts with brokers, without unnecessary calling of loans.

Under a committee of the Stock Exchange buyers and sellers of stocks were brought together at steady values. Liquidation was made easy on a basis which disturbed none of the vast collateral holdings of the banks. Investors gradually cleaned up stocks that were for sale from frightened holders. Then, when it became apparent that the time was propitious the Exchange was opened for bond trading. Fears had been expressed that this would be followed by excessive foreign selling, but the wisdom of the stock exchange officials was proven, when it became apparent that the spell of adjustment, while the exchange was closed, had borne fruit, and that no foreign liquidation was to be feared. Then comes the opening of the Stock Exchange for trade in stocks on a limited price basis; and then will come the complete restoration of trading on both a cash and marginal basis. These are but a few of the many striking incidents developed in working out successfully the greatest business problems these United States have ever faced.

But the masterful manner in which they have been handled, is the reason that the voice of the "Calamity Howler," the prophet of business evil, no longer is heard in the land.

WESTERN DOCKAGE AVERAGES

The State Inspection Department of Washington has been trying to cast averages by which the damage caused by smut in that commonwealth can be determined. This is a difficult task as the actual smut balls present cannot be substituted one by one for wheat grains and the result be taken as the healthy crop output. Smut in a field affects much of the grain other than that actually destroyed, with

the result that heads are small and ill nourished and the berries are shrunk.

On the substitute basis the greatest dockage was for 2½ degrees smut, a total of 205,416 pounds. From one to five degrees were accounted for the entire season from August 1, 1,276 cars being included. The whole dockage was 1,021,693 pounds for smut and 57,330 pounds discount for foul, making 1.18 per cent loss on these two counts.

In addition to this estimated loss the year will long be remembered in Washington for the large number of threshing outfits destroyed by fire from smut explosions. The total damage from this cause is very great although only a portion of it fell upon the producers.

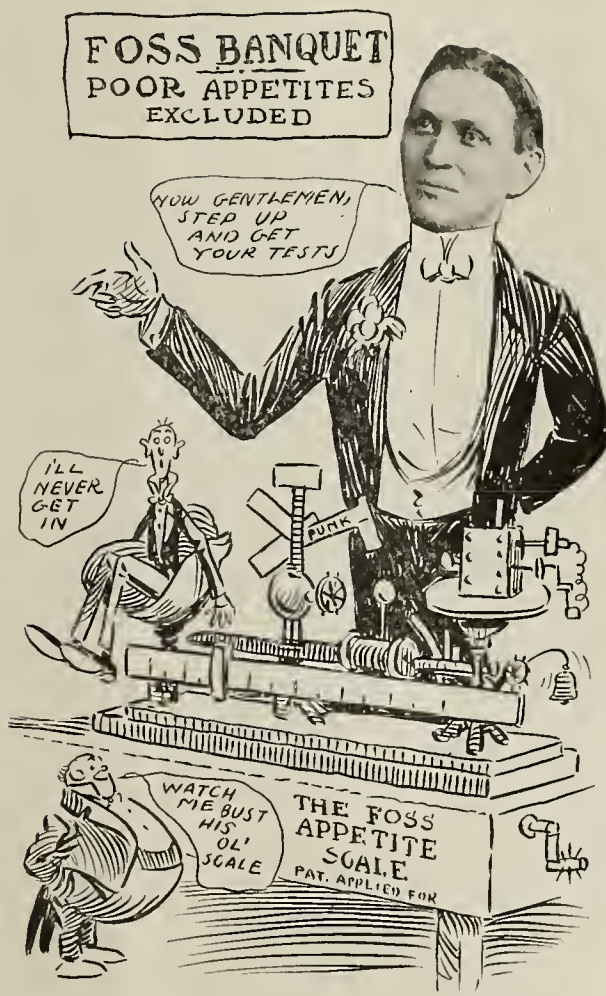
OUR VISITORS

H. A. FOSS

HAVE you ever been tested on the appetite scale? It is the latest development in scales, soon it is rumored, to be introduced to the general public by H. A. Foss, weighmaster of the Chicago Board of Trade. Some such device is really essential at the present time for there approaches

C. D. CARLISLE

A QUIET, suave and genial gentleman and withal of merry mien, is the way the story books would describe C. D. Carlisle of Kansas City. And therein he belies tradition for Mr. Carlisle is generally recognized as the King of Hay—not one of the rural, long-bearded producers who turn out quantities of hay—but the Kaiser, Czar and



one of the most important events of the year—the annual Foss dinner given to members of the Weighing Department and invited guests from the Chicago grain trade. Next Saturday, December 19, is the date for this year and it is marked in red on most grain trade calendars.

Rarely indeed is an invitation ever refused, because even if the prospective guest has a bird-like appetite he appears on the scene promptly at the appointed hour, because of his friendship with the host. And that is another remarkable thing—just how many friends the Chicago weighmaster has among the trade in general. If he invited all his friends to the banquet there wouldn't be a hall or auditorium in Chicago, large enough to accommodate them. So that when the appetite scale is finally perfected it will solve a perplexing problem of picking just those friends who will enjoy the banquet to the uttermost extent.

Emperor of those who handle it once it has arrived on the market.

Kansas City proudly states to visitors that the Carlisle Commission Company, of which he is the head, handles more hay in the course of a year than any other firm in the world. And one eminent statistician has estimated that the cars of hay so far handled by the Carlisle Commission Company would if placed end to end extend all the way to Mars—which of course is a record no one else can hope to excel.

Whenever he stops thinking about hay, Mr. Carlisle interests himself in literature. He is a thoroughly well read man, and is one of the best readers and most valued critics of the "American Grain Trade." He is a member of the exclusive Hoof and Horn Club of Kansas City, which may be partly responsible for the fact that he can beat Old Nick when it comes to dictating letters.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, DECEMBER 15, 1914.

 Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

THE OLD YEAR AND THE NEW

As the holidays approach and the old year, full of pleasure and penitence, fortune and folly, gives way to the new, we naturally look back upon the past and forward to the future. In the one glance is pride of achievement and something of disappointment that we did not make better progress with the opportunities that were ours; in the other is determination to improve our record of the past and a fine hopefulness that the year will share bountifully of its riches.

This taking stock and planning for the future is a part of the passing of the year. Each one casts his own equation for himself; but the grain trade as a whole also has its prospect and its retrospect and we shall consider a little what it offers. As we look back over the year 1914 three subjects stand out with marked prominence: the big crops, legislation affecting the trade, and the war. This triumvirate covers most of the conditions with which the grain trade has had to take account.

THE CROPS

The crop year came on with supplies in all departments well cleaned up. The record breaking winter wheat crop and the yield in other grains close to or better than the average has turned out to be of very great importance. Not only to our growers, but to the whole world the bountiful yield of our wheat states has proved a blessing. The increase in yield was close to one-third over last year. The range of September wheat during July, 1913, was $85\frac{1}{2}@90\frac{7}{8}$. In 1914 the range was $76\frac{1}{2}@97$. From the standpoint of the American output alone the low figures of early July were justified, but there is no doubt but that this low plane would

have been held but a short time as the world's wheat outturn was less than for the year before in spite of our excess. The present satisfactory quotations are but little more than justified under normal conditions. Even before the new wheat appeared in any considerable quantity, Europe began taking great quantities. From July to January about 160,000,000 bushels will have been sold abroad, leaving between 100 and 130 million bushels surplus for export after that date. This will be little enough if the war continues through the crop year.

THE WAR

Next to the crops, or along with them, the grain trade will undoubtedly point to the war as a determining factor in the balances of 1914. On July 28 wheat jumped from $83\frac{1}{8}$ to $92\frac{3}{8}$. Two days later it reached 97 cents. Such an upturn could not take place without disastrous effect. Many firms were crippled, a few were forced to the wall. Many more would have gone but for the generosity of a few of the stronger firms in the large markets who took over many contracts which their weaker competitors would have been unable to fill.

Warring nations have an unsatiable appetite for grain products. The normal requirements are no index for the demand of nations to sustain what the leaders consider to be "the margin of safety." This knowledge was responsible for the immediate bulge in the price of wheat when war was declared. Not for several days did the trade consider the shipping problem. When ocean insurance and war risks were announced a slump began, which only stopped at 85 cents when it was further discovered that all mediums of exchange were cut off and that payments for grain could not be effected no matter how great the demand. This break brought further distress and the rapid variations in price put all transactions practically on a cash basis. In the absence of this steadying effect of future trading, wide fluctuations in daily prices have obtained and the steadiness of the market has been shown to be in direct proportion to the volume of future business. From the low mark of August 3, the market has tended upward, the extremes in the various months being, for August, $85@112$; for September, $100\frac{7}{8}@121$; for October, $105\frac{1}{4}@117\frac{1}{2}$; for November, $111\frac{3}{8}@118\frac{1}{8}$; and for December, first week, $114\frac{1}{4}@117\frac{3}{8}$. The effect of the war will be felt in the grain trade full two years after peace is declared, if we may judge by experiences of the past. Our resources will be strained and high prices will prevail for that length of time.

LEGISLATION

At one time during the last session of Congress there were before the two houses 39 bills relating more or less directly to the marketing of grain, and 17 bills in addition which were introduced for the specific purpose of preventing trading in futures or to prohibit the use of the mails, telegraph and telephone for the transmission of messages relating to future trades.

The mere volume of proposed legislation shows the vigilance that is needed in the trade

to prevent destructive measures being fastened to the receivers or the elevator interests. If the subject matter of most of these bills is taken into account, the constant necessity of surveillance at Washington is even more apparent. Some were directed at the exchange and others at the country elevators. Neither one nor the other could be effected unfavorably without both being effected. The interests are so closely allied that any legislation which would make it more difficult or handicap either would immediately reflect upon the business of the other. The activity of the Legislative Committee of the Grain Dealers' National Association is wholly responsible for the successful safeguarding of the interests of the trade at Washington. Members of this committee were in attendance weeks at a time, advising with individuals and committees of legislators. They successfully demonstrated two facts: that senators and congressmen are amenable to reason; and that the National Association and the integrity of its committee are held in great respect at the National capital.

The bills which affect the grain trade and which were disposed of were: The McCumber Bill, providing for government inspection of grain, defeated by a large majority in the Senate; the Moss Bill, superseding the Lever Bill is well on its way to final passage; the new corn grades went into effect on July 1; the War Revenue Bill became law; and local or indirect legislation put into effect the Illinois and other state Public Utility Laws, and raised the grain rates in interstate commerce. These latter to be further raised if the Interstate Commerce Commission grants the demand of the railroads, as seems probable from the latest reports.

WHAT OF THE FUTURE

As we look forward to the new year, much of nearest interest to the trade centers in the war. Whatever the outcome, however the tide of battle front advances or retreats, conservatism is indicated. It is doubtful if the consumption of grain by the warring nations has yet been correctly estimated. The waste of war in crops and in supplies is great and the actual consumption of cereal food is greatly increased. Moreover, the market is in such condition on account of the slight volume of future trades that the vaguest rumors start panicky conditions on the Board.

But while we conserve our resources to meet the exigencies of strife, we can at home repair our fences and work diligently for the things that have to be done. In the National Association there is prosperity and strength. Its work and efficiency has been demonstrated this past year as never before. The whole grain trade has benefited by its work and the whole trade ought to bear its share of the burden of expense. The membership next year should be doubled for every present member should make it his personal concern to interest a brother dealer. This is a definite thing that can be accomplished whatever the state of things abroad.

Every member of a state association should make it his duty to place all claims in the hands of the Claims Bureau of his Association. The Bureau has infinitely more chance of collection than any individual, and every new claimant

adds just so much to its influence with the railroad adjusters.

There is much that individuals can do to aid the Crop Improvement Committee without too great an outlay of time. The backing of personality is what counts in every community and even a show of interest may be the deciding factor for progress.

NEW RATES IN EFFECT

The Interstate Commerce Commission has authorized the roads to put into effect, on five days' notice, the advance that was granted in its decision of August 1. The notice provides that:

Joint through rates for the transportation of freight between points in Central Freight Association territory and points in Western Southwestern, and Southeastern territories, which shall be in excess of the existing joint through rates only to the extent that may be necessary to allow lines operating within Central Freight Association territory an increase not in excess of 5 per cent above the customary divisions which the lines in Central Freight Association territory have heretofore received for the transportation of traffic under such rates to and from Mississippi river or Ohio river crossings.

This order has nothing to do with the decision on the rehearing of the 5 per cent rate case which will be announced within a few days, and which, it is generally admitted, will grant about all the railroads ask for. Thus the opening wedge is inserted for the railroad situation to be operated independently by general business conditions. There can be only one end, and that is government ownership, for it is an economic injustice to allow private capital to be operated at the expense of the public and be expected to return profit regardless of management or volume of business. Only a government enterprise in which the public shares has a right to such privilege.

MORE SHIPS FOR GRAIN

American business has been severely handicapped since the war through lack of vessels carrying the neutral stars and stripes. President Wilson would have government-owned freighters even at a loss to open routes of trade, which, he says, is necessary, "before streams of merchandise will flow freely and profitably through them." It is easier to spend public money than to save it when some special interest wishes to increase the expense.

Under our new registry laws it is now possible to buy foreign ships cheaper than it has been possible to build them in this country before. But though the investment cost has been decreased the prohibitive running expense has not been decreased. There is even good chance of its being increased. The La Follette Seaman's Bill which passed the Senate in 1913, and was amended in the House, in its original form provided for other burdens on the ship owner which would render competition with foreign ships out of the question. This bill was introduced ostensibly to protect passage traffic from a repetition of the Titanic disaster, but the sailors' union has been back of it throughout and is responsible for some of its provisions.

The union expected that the passage of the bill would give more sailors employment under

better conditions than in the past. As a matter of fact, it will throw the few sailors now employed out of a job and prohibit new places being made for them. This is a case where excessive zeal has back fired on the zealots. When investments are found unprofitable, capital quietly withdraws or refuses to become interested. Capital is sensitive to economic adjustment while legislation often has no feeling for such matters. A Government merchant marine can continue to open trade routes indefinitely, but it will never interest American capital until the law permits carrying to be profitable, either upon an economic basis or by subsidies. The latter is skunk cabbage to the nostrils of America and would smell no better if it were called a rose.

DR. DUVEL HELD AS AUTHORITY

Within the last two months Dr. Duvel, head of the Bureau of Grain Standardization at Washington, as spokesman for the Department of Agriculture, has made two statements of particular interest to the grain trade. The first was made at Kansas City when the question of raising grades by proper mixing was under discussion. In refutation of the numerous statements from the Northwest, and in answer to a direct question from Mr. Reynolds as to whether it is possible to take into an elevator a given amount of wheat and put out wheat of a higher average grade, Mr. Duvel answered: "It can be done and done honestly, and meet the strict requirements of the grades." This statement may be useful when some demagog again tries to make capital out of baiting the grain trade supposedly in behalf of the farmer.

A later statement by Dr. Duvel, made last month at Columbus, is hardly less significant. He stated that the portion of the proposed Moss Bill, which provided a penalty for billing grain under any grade other than those prescribed by the government, or under any but the correct grade, was not for the purpose of making marketing more difficult, and that the government would not inflict the penalty unless it were shown that there was intent to deceive. If this means anything, it means that grain will be marketed, under the new law, just as it is at present, but that the trade is protected from unscrupulous dealers. These assurances from Dr. Duvel will put many troubled minds to rest.

THEN GET TOGETHER

It is enough for the grain men of the country that the crop improvement work will bring a material increase in their profits. This basis is sufficient to warrant the most enthusiastic interest. But there are other sides of the great movement which should not be lost sight of. During the second week of this month a convention was held in Chicago of county agents from all over the country. No one attending any of the meetings could help being affected by the inspirational atmosphere that obtained. Every speaker had a message of increased wealth, but in addition to that and of no less importance were the messages for less hardship and more happiness in the rural homes, and for the greater ideal of unselfish service.

The grain trade has contributed generously through the Crop Improvement Committee of the Council of Grain Exchanges. It was freely admitted by government officials and by private interests that the growth of the county improvement idea would have been largely abortive but for the effective work of the Committee under the immediate supervision of Bert Ball. This is a well deserved tribute to an efficient and tireless agency.

It is true that the money contributions have been cast largely as bread upon the waters, in hope of a recompense in kind, but there are many of the givers who had a greater vision than mere increase in the amount of grain to be handled. They saw the benefits of improvement in rural living conditions and how that improvement would ramify through all the social and commercial life of the nation; they felt that here was a definite force for the improvement of the race, and they gave of their substance and of their time through these altruistic motives alone.

The shippers from every state have endorsed the work by resolution in their associations, but only a few of them have given personally to the movement. It doesn't need money now. It is well on its feet financially. But it does need co-operation and individual support at every country station. It is the desire of the Crop Improvement Committee to have an advisory expert in every county. But whether there is an expert there or not, the leading men of the county should be getting together for mutual benefit. The leading grain dealer, the leading banker, the leading miller, stock raiser, poultryman, dairyman, all of these should enlist their services for the financial and social improvement of their neighborhood. The leader in any vocation is not necessarily the largest dealer. It is he who has the widest vision and the most gumption. If you are interested and willing to be of service, write the Committee, Room 65, Board of Trade, Chicago, and they will tell you what other men in your county are interested. Then get together.

KANSAS DEALERS CLEARED

Mr. Dudley Doolittle of Kansas may have been sincere when he appealed for a Congressional investigation of the grain dealers of Kansas, who, he claimed in the House last summer, had conspired to depress the price of wheat to the farmers. Apropos of nothing at all, Mr. Doolittle's constituents are largely farmers.

He obtained an investigation by the Department of Agriculture, and on December 9 the Department reported that there was no "collusion to restrain competition or depress prices at Kansas City," and that the Kansas farmers "as a general rule, are getting all their grain is worth."

Perhaps under the changed conditions it may occur to Mr. Doolittle or other philanthropic members of Congress to propose an investigation on behalf of the millers and the consuming public as to why the farmers are holding their wheat for higher prices. Any interest, any industry, or any man, may be attacked, apparently, on the most absurd grounds, and if the farmers or the labor unions are to be the gainers protest is useless.

EDITORIAL MENTION

Merry Christmas!

May the joy of the season reflect your satisfaction and content of your business.

An elevator office with a hot stove near at hand looks better to us than the trenches in Europe. Cheer up.

The *Canal Record* states that in its first two and a half months of operation the Panama Canal passed 17 grain vessels eastbound, and eight grain vessels westbound, going for cargoes to the West Coast.

The hay embargo imposed a great amount of extra work on the shippers from the states which were under suspicion. The papers they had to fill out and sign were as numerous as those of a case in a court of probate.

Corn, wheat, oats, barley, rye, hay and potatoes brought the farmers \$725,000,000 more this year than last. When some of this surplus is turned loose it ought to start a boom that can be heard from the Golden Gate to Maine.

The Chicago and Alton railroad reports a great increase in the number of its grain claims, due to the increased care of inspection of cars before shipment. The added expense for this inspection is not stated, but it is safe to say that it is much less than the amount of the claims saved.

In a recent magazine was an article on "Increasing Our Export Trade." In the advertising pages was an ad pleading for Americans to buy only American goods. We want foreigners to buy our goods but we won't buy any of theirs. This is the spirit that makes wars possible. Think it over.

Several record grain cargoes have been reported this season. These records are like the "largest" elevator or the "oldest" grain dealer, liable to correction at short intervals. One of the records claimed is that of the *D. O. Mills* which loaded 376,000 bushels of wheat in four hours at Superior, Wis. All of the wheat was No. 1 Northern, which in itself is something of a record.

In spite of educational work of years a very large proportion of the corn crop in Western states is still stored in open cribs exposed to rain and snow. What the inspectors will do to the corn thus stored ought to hasten the educational process somewhat. Some farmers seem to figure that when it's raining they can't build a new crib and when it isn't raining they don't need it.

Notwithstanding reported large numbers of idle freight cars, reports continue to come in of difficulty in obtaining empties when and where needed. After the Twelve-state League has solved the problem of distributing harvest hands it might turn its attention to freight cars. This seems a prolific field of research for somebody, for the number of constantly idle freight cars is probably the most glaring example of equip-

ment waste and inefficiency in American industry.

Direct service between New York and Vladivostok, Siberia, via the Panama Canal, has been instituted. This concerns the grain trade only that it shows the returning confidence of the Allies in their control of the sea.

When the projected deep waterway to the sea by the St. Lawrence route has been finished, Col. Judens, government harbor engineer, predicts that Chicago will be one of the world's greatest ports. It sounds good, but we have dreamed dreams before.

The Crop Improvement Department of this journal is proving useful and popular. The broad vision of the largest dealers in the trade saw the importance of the crop improvement work and only the narrow gauge dealer refuses or neglects to interest himself in the work.

During the week ending October 23, there were 33 reported failures in England and Wales, against 77 last year during the corresponding period. This does not indicate that business in England is better, but that settlements are not being enforced. The commercial activity of the whole world is depressed and the old U. S. is in the best position of all today.

HARVEST HANDS TO BE DISTRIBUTED PROPERLY

Every year during the rush of harvest there is difficulty in getting hands at the proper place and at the proper time. There will be a glut of men at one point while grain goes over ripe at points in the same state. Harvest hands reach a field ahead of the harvest and lie around idle for days waiting the proper moment. Sometimes the farmers pay these men in idleness for the sake of keeping them against their time of need.

A movement is on foot to eliminate this waste. The state employment agencies and agricultural boards of twelve states in the Middle West have formed a league for the proper distribution of lands. This will be a great economic gain and thousands of bushels of grain which are wasted each year can be saved.

THE LOSS IN UNCLEANNED GRAIN

From recent statistics supplied by the Board of Grain Commissioners of Canada it is shown that 60,000 tons of screenings are taken from the wheat received in a year at Fort William elevators. This represents a freight and handling cost to the shippers of about \$250,000, besides the loss of feeding value contained in the screenings.

The conditions in this country are approximately the same, although actual figures are not available. The much abused report of the Bankers Association of North Dakota, the report which is always brought forward when anyone wants to abuse the grain trade, shows that at a single terminal elevator in three months 99,711.40 bushels of No. 1 Northern was received and 196,288.30 bushels was shipped. Much of this improvement in grade was made by legitimate mixing, but cleaning also undoubtedly played a prominent part, so

that the losses which shippers sustain in not cleaning their grain are superfluous freight charges, loss of screenings, lower grade. If the grain could be properly cleaned when threshed this gain would accrue to the farmer where it rightfully belongs, for, theoretically, none but clean sound grain should go to market.

A TIME TO CLEAN HOUSE

A formal charge was recently made by the attorney general of Iowa that elevators in the northern part of the state were engaged in practices which used to be called "sharp," but which we prefer to give their right name "dishonest." Eighty pounds to the bushel is said to be demanded for corn and 60 pounds for seed corn. Discrimination in prices is also charged.

It seems odd that any man with business sense enough to run an elevator could not be able to see that such action, with regard to the ethical side, would lead inevitably to the formation of a co-operative elevator or a rival private house. It is just such behavior on the part of senseless shippers that has been the inspiration of the farmers' distrust of the grain dealer and the spread of the co-operative movement.

This is no time to deal in theories or evasions. There are such men in the grain business, men with no vision beyond the day's profits. Dishonest practices are indulged in. The Iowa trade is faced with a condition. It is a time for George Wells and the Western Grain Dealers' Association to get busy and if their members are among the offenders, take such drastic action that the whole trade will take notice. It is not a matter which affects a local community alone, nor even the state only. The grain trade of the whole country is affected, for to some extent all are smudged with every dirty brush that is wielded.

A particular situation in Iowa is the only reason that state is referred to specifically. There are offenders in other states as well and every Association ought to clean house and back the efforts to correct abuses by non-members. There is far more credit in plucking out an offending eye than in trying to cover up disease with a patch.

COLLECTIONS AND LOSSES

The Illinois Central Railroad recently issued a statement to the effect that in the last year rough handling of trains in yard cost the company \$153,000; and loading defective cars \$170,000. This represents the amount the company was called upon to pay in claims and for repairs. The actual loss and damage through these causes is greatly in excess of the amounts stated, however, for a large number of small grain leakages occur for which claims are not made. The aggregate amount of these losses would undoubtedly startle the trade if they could all be ascertained. A great many of them could be collected through the claims bureaus of the grain associations. We cannot urge too strongly that every dealer having claims for loss against any railroad put the case in the hands of his state association. These claims have been settled in the past most successfully, and the more the bureau has to handle the greater will be its power.

MARTIN MULLALLY
St. Louis.

NEWS OF THE TERMINAL MARKETS

R. G. CHANDLER
Chicago.

TO AFFIX THE NEW WAR STAMP

The Kansas City Grain Clearing House, Kansas City, Mo., will affix the new war revenue stamps to the sale returns of members. The plan is being pursued simply as a convenience to members and a nominal charge per month to each member, is made.

LARGER GRAIN SHIPMENTS

The report comes from State Grain Inspector J. B. Jarboe that the wheat shipments from Oregon, Idaho and Washington from July 1 to December 1, totaled 25,982,000 bushels, compared with 21,346,000 bushels last year. He estimates the wheat crop for the three states this year at 55,000,000 bushels.

GRAIN EXPORTERS MEET WITH TROUBLE

It is reported that grain exporters are having considerable difficulty in getting wheat handled through Gulf ports. Conditions are said to be very badly congested at New Orleans and exporters are experiencing serious delay in forwarding from Kansas City and interior points to the Gulf seaboard.

HELP WANTED

Says Southworth & Co., of Toledo, Ohio, on December 9: "Looking at the market as a whole, it is evident that assistance must come from abroad in all grains. Our domestic supplies being enough 'and then some.' Wheat appears due for a steady demand from abroad, and appears to offer the best opportunities for higher level."

A BOARD OF TRADE HOLOCAUST

Very many lives of pumpkin pies, cream puffs, and chocolate eclairs were sacrificed recently in the fifth fire in the Chicago Board of Trade Building, which has occurred in the past four years. The fire broke out in the Jackson Cafeteria—supposedly caused by crossed wires. The damage amounted to about \$500. Joseph Leiter, of endearing memory to farmers used to say there was luck in odd numbers. Perhaps this luck will prevent future "Board" fires.

A WHEAT PIT IN THE MOVIES

The Exchange floor of the Chicago Board of Trade is to be represented in a photo play. Recently in one of the large film studios on top of the Palisades, New York, the Exchange floor of the Chicago Board of Trade was reproduced for the setting of the play of "The Pit." An army of 500 or more stock brokers, clerks, and messengers took part in the production and Wilton Lackaye, Gail Kanes, Jane Stewart, Jessie Lewis had the leading roles. It may be stated without fear of successful contradiction that if the scene approaches anywhere near the original, it will make a hit.

ROUSE, BRAVE BUCKWHEATEANS

Foreigners want our wheat, corn, oats and barley. That is all very well; we have a surplus and they are welcome. As an illustration, however, of the fact that Europe is after practically everything we have in the shape of grain, it can be noted that buckwheat is now figuring in the daily receipts of cash grain at Baltimore for export.

All lovers of the succulent buckwheat cake on a cold winter morning should take notice. There are substitutes for bread in corn pone and potatoes, for meats in cheese and eggs, but where can we find a substitute for the buckwheat cake? Epicurus mentions this article of diet as the superb

delicacy, and King Solomon gave annual prizes of 400 wives to those of his subjects who could raise the most buckwheat on one acre of soil. If the export of buckwheat assumes alarming proportions societies should be formed for the prevention of such exports or a heavy fine with possible imprisonment imposed on those farmers or others who sell buckwheat to go out of the country.

ELECTION AT OMAHA

At a recent meeting of the Board of Directors of the Omaha Grain Exchange, Omaha, Neb., Frank S. Cowgill of the Trans-Mississippi Grain Company, was elected president of the Exchange for the coming year; John B. Swearingen of the United Grain Company, and

F. S. COWGILL
President Omaha Grain Exchange.

Barton Millard of the Merriam & Millard Company, vice-presidents; Frank H. Brown, treasurer, while F. P. Manchester continues as secretary.

Mr. Cowgill was president of the Exchange in 1909-11 and served as second vice-president of the Grain Dealers' National Association later during this period. He has been prominently identified with the grain trade of the West for many years; has a splendid reputation as a grain merchant, and it is safe to assert that no better man could be secured for the first officer of the Omaha Grain Exchange.

GRIER'S CORN OPINION

Cash corn values touched the 60 cent mark. This is the lowest price good corn has sold at for a long time. It is too low to be attractive to the Illinois farmer, for it does not mean over 55 cents on the farm, and a great many Illinois farmers are finding their yield of corn extremely disappointing. Some of the best counties in this state, where they have reason to expect year after year from 45 to 65 bushels of corn per acre, claim that they find their farms are only yielding from 20 to 30 bushels. It seems quite possible to us that the corn yield this year has been over-estimated. We appreciate the fact, however, that some good corn has been raised and quite a considerable quantity of it west of the

Missouri River, where there was very little in the way of corn last year, and that there are a good many evidences that there will not be as much feeding as last year. It would only take a very small decrease in the amount usually fed on the farm to give us a large increase in the quantity to come on the market, if it should be demonstrated that the farm feeding was to be on a smaller scale than usual. The Northwest seem inclined to market their corn, although since the recent break in price they have not been selling so freely. Probably it may not be in order to expect any great advance in either cash or futures until we get a little further along in the movement and see whether the country is disposed to hold back or to keep on selling.—T. A. Grier & Company, Peoria, Ill., recent letter.

NEW GRADES FOR MISSOURI

James T. Bradshaw, Warehouse Commissioner for Missouri, announces the following new grades are taking effect in the Missouri State Grain Inspection Department:

Effective November 1, 1914, grades are established for the inspection and grading of *feterita*, which grades shall consist of the same number and be the same as are in effect and specifically described by the Department in its grades and rules for governing the inspection and grading of Kaffir corn.

Effective November 20, 1914, there is established by this Department new grades of grain to be known as Nos. 1, 2, 3, and 4 mixed Kaffir corn, Nos. 1, 2, 3 and 4 mixed milo maize, and Nos. 1, 2, 3 and 4 mixed *feterita*. In case of an appreciable mixture of Kaffir corn, milo maize or *feterita*, any of them with each other, the grain shall be graded according to the quality thereof, and the kind of grain predominating shall be classed and graded as Nos. 1, 2, 3 or 4 mixed Kaffir corn, mixed milo maize or mixed *feterita*, and the inspector shall make, and the inspection certificate shall show, the notation describing the mixture and character of the grain.

No modification or other changes have been made in other grades of grain or rules governing the inspection and grading of grain heretofore established and now in effect in the Missouri State Grain Inspection Department.

FACTS AND FIGURES ON BEANS

H. C. Carson & Co. of Detroit, Mich., have the following to say, in a recent letter on the Michigan bean crop:

"The trade at large seems to marvel at the present high level of prices on beans and have consistently fooled themselves into believing that a break was due. This condition of mind we believe is due to a lack of understanding regarding actual conditions. We have gathered some figures and have added some facts that may prove interesting, and are pleased to submit the same for perusal.

"The Secretary of State for Michigan gives in his report November 1, the following figures on the 1914 crop. Acres, 414,035; total yield in bushels, 4,669,514; average yield per acre, 11.28 bushels. In 1913 the figures were: Acres, 424,230; yield in bushels, 4,932,631; average yield per acre, 11.63 bushels.

"Among the trade Michigan is credited with raising in a normal year a crop of approximately six million bushels. The yield this year represents a shrinkage from normal of over one and a quarter million bushels. The quality of the 1914 crop is such that a much larger per cent than usual must go into the cull bag—that is, there is a greater waste in picking to make the choice grade than usual. We estimate 6 pounds out of every bushel harvested this year will go into the cull bag. This means a reduction of almost a half million bushels in the available food supply. Every year provision must be made for the next seeding, this amounting to

approximately 400,000 bushels. Using the official figures as a basis it appears that we have available for food requirements this crop year approximately 3,770,000 bushels. This represents about 75 per cent of a normal supply. The normal market price is \$2.00 per bushel, therefore on actual shortage alone the price should be normal this year at \$2.50 per bushel f. o. b. Michigan. Conditions this year, however, are not normal. We are having a foreign demand that exceeds all records. Canada has bought heavily, presumably for the French and British armies; 80 to 300 tons are going over on every ship to the suffering Belgians; the demand from these sources accounts for the rapid changes in price."

URGE LESSENING OF SHIPMENTS

Pope & Eckhardt Company of Chicago, say in a recent letter:

"With facilities already somewhat congested, the recent very large arrivals of corn, today forced one or two western railroads to put an embargo against certain elevators to which there is headed a very large volume of grain for unloading; more may follow. We urge an immediate lessening of shipments, except to fill open contracts to arrive, and believe such action is justified by the unusual premiums that now are current for corn and oats for May delivery."

CARRY OVER NEXT JULY

"How large will be the carry-over next July," ask C. A. King & Co., of Toledo, Ohio.

"War continues the dominating factor. If war lasts till harvest, our carry-over may be smallest in years. Total surplus this season about 270 millions. Exports have been nearly 150 millions. This leaves about 120 millions, or only four millions a week till July. If exports should average five millions a week, carry-over next July would be only 55 millions. Average past ten years, 82 millions, last July 76 millions. Smallest carry-over past decade, 43 millions six years ago, when Chicago May reached \$1.35."

ARGENTINA—THE ONE FATEFUL INFLUENCE

"The government issues two reports this month. Both are due at 1:30 Chicago time. The December 15 figures are the final guess on the 1914 yields. They may increase the wheat yield and will hardly reduce the corn and oats. The December 17 estimates embrace the new winter wheat and rye acreages. As rye is now on a \$1.10 basis with a scarcity outlook, the former 2,500,000 acres should be substantially increased. The U. S. 1914 rye crop was 42,000,000—16.8 bushels per acre.

"Recent state reports indicate a December 17 full 87 per cent wheat condition. The promise may be 620 to 660,000,000, according to acreage but will scarcely be a grave factor at end of year. Broomhall reports a 2,000,000 acreage decrease in Russian winter wheat. Her normal winter acreage is 17,000,000 and of winter rye 75,000,000 acres. Canada, the United States, Roumania and Italy are increasing their 1915 wheat areas.

"The familiar shopping sign 'only 14 days to Xmas' finds an echo in the market at this period as for many years the grains have lacked serious fluctuation from December 10 to 31. It will be remembered that even the great wheat break of 1907-8 on a record Argentine crop was delayed to January, 1908.

"It is impossible to estimate the Argentina wheat surplus on the cable news of December. Frosts are reported in Buenos Aires province which holds 30 per cent of the Argentina acreage. Argentina commences to export new wheat in a hurry around February 1. Last February on her very poor surplus of 50,000,000 she shipped 8,000,000 during February. For February, 1913, she shipped 4,000,000 to 5,000,000 per week.

"While the words 'heavy damage,' 'very serious losses' have not emerged from the South American pampas as yet, a surplus in excess of 100,000,000 is not indicated. If it should total 120 to 130,000,000—the effect on our prices would be potent.

"An Argentine surplus of 80,000,000 to 85,000,000 would tend to support current wheat levels. Let us

dissect the Argentine annual export average. The 10-year average including a possible 85,000,000 for 1914 is 93,000,000.

"The influence of the final Argentina wheat results on our prices must be regarded seriously. Last January, torrential rains cut the yield. January 24 and 26 had arrived before Argentina cables admitted a surplus promise of 75,000,000 and finally of 64,000,000."—E. W. Wagner & Co., Chicago, letter, December 9.

DEATH OF WILLIAM JACKSON

In the death of William S. Jackson, head of the firm of Jackson Bros & Co., of Chicago, there passed away the third ex-president of the Board of Trade of the City of Chicago to be struck down by the Grim Reaper during the year.

Mr. Jackson was born in Adrian, Mich., in 1841, and had made his residence in Chicago since 1875, having become a member of the Chicago Board of Trade three years earlier. He was always very active in the welfare of Chicago, having served for



THE LATE WILLIAM JACKSON

a number of years as councilman and a few years ago was president of the Special Park Commission, which materially advanced the city's social and business condition. He served as president of the Board in 1904 and was re-elected in 1905. He is survived by his widow and three sons.

CHANGES IN MEMBERSHIP

Baltimore.—The membership of Dudley G. Gray has been added to the Chamber of Commerce.

Chicago.—New members elected to the Chicago Board of Trade are: Wyatt C. Estes, Nelson DeGolyer, Benj. E. Sincere, Albert V. Kinsler, Chas. A. Robinson, Jas. F. Sramek, Edward H. Hough, Norman H. Perrin. Memberships transferred: Allen R. Nickell, Est. of Sam'l W. Allerton, Est. of A. P. Ganong, John K. Segrave, Dexter Blagden, John J. Casey, Robt. E. L. Lewis, Sidney S. Chisholm.

Duluth.—A. C. Loring and G. B. Harbison are new members and the membership of W. H. Sellers and Geo. K. Lebett have been withdrawn from the Board of Trade.

Kansas City.—A. C. Loring has been admitted to membership to the Board of Trade on the transfer from F. A. Farmer.

Memphis.—Ernest Wheeler was admitted to the Merchants' Exchange.

Milwaukee.—Secretary Plumb reports two new members to the Chamber of Commerce. They are Philip V. Orth and Conrad C. Kamm. The memberships of the Estate of Timothy Sullivan, deceased, and the Estate of Bryan Coughlin, deceased, were transferred.

Peoria.—Wm. H. Dewey has been admitted to the Board of Trade on the transfer of Leonard Willis.

TERMINAL NOTES

E. E. Holder & Co., wholesale grain and feed merchants of Rome, Ga., have opened a branch office at Tampa, Fla.

The members of the Duluth Board of Trade of Duluth, Minn., have raised upwards of \$3,000 for a Belgian Relief Fund.

Charles A. Robinson, of the grain firm of Robinson & Sweet, New York, N. Y., recently joined the Chicago Board of Trade.

The Chicago Board of Trade fund, to be added to the general Belgian Relief Fund, at latest reports amounted to about \$5,000.

S. O. Hall of the Hall Feed & Grain Company, of Buffalo, N. Y., will spend the holidays at his old home in San Francisco, Cal.

B. M. Wasson, oldest member of the Cincinnati Chamber of Commerce, Cincinnati, Ohio, celebrated his sixty-third birthday early in December.

There has been considerable activity of late in the buying of memberships in the Produce Exchange of New York City with prices quoted at around \$575.

Harvey L. Boyer, who has been associated for some time past with Walter Fitch & Co. of Chicago, has formed a connection with A. J. White & Co., Chicago.

John M. Dennis, head of the grain exporting firm of the Louis Miller Company, of Baltimore, Md., was recently elected president of the Union Trust Company, of Baltimore.

The Hottel Company of Milwaukee, Wis., has been incorporated to deal in feeds, etc., with capital stock of \$50,000. The incorporators are Max Hottel, E. E. and Anna Hottel.

Winfield H. Sellers, who has been for very many years past with the grain firm of A. D. Thompson & Co., of Duluth, Minn., retired from active business December 1 and will make his future home in California.

The firm of Fearing & Morris has been incorporated at Chicago, Ill., to buy, sell and export grain, flour and feed. The capital stock is \$10,000 and the incorporators are W. R. Morris, J. H. Corl, and G. B. Fearing.

James S. Templeton, prominently associated with the cash grain trade of the Chicago Board of Trade a few years ago, and who has spent the past two years in rest and travel, is again active in the interests of his firm.

The Penn Grain & Feed Company has been incorporated at Philadelphia, Pa., by David S. Braden, John M. Bowman, Jr., William Wallace and E. M. Wallace for the purpose of manufacturing and dealing in feeds, grain, etc.

The will of the late Herbert E. Rycroft, president of Bartlett-Frazier Company, of Chicago, Ill., has been filed for probate. He left property valued at \$200,000. Mrs. Theresa Rycroft, the widow, and a number of other relatives, are beneficiaries.

The Armour Grain Company of Chicago made unusually large sales of grain to Eastern exporters during the early part of December. One item was the sale of 1,000,000 bushels of wheat to the Rockefeller Foundation for shipment to Belgium.

The Fort Garry Grain Company, Ltd., has now organized, with headquarters at Winnipeg, Man. The new company has a capital stock of \$50,000, and the directors are H. C. Crawford, James Crowe, R. M. Myers, Pearl M. Astle and George S. Hastings.

William M. Stillwell has been appointed office manager for the grain firm of Keusch & Schwartz Company of New York City. The firm has branches in Chicago and western points and since its organization a few years ago has built up a very thriving business.

C. H. Canby, of the firm of C. H. Canby & Co., Chicago, and for the past year president of the Chicago Board of Trade, has been asked by his friends to accept the nomination for president for another term. Mr. Canby has worked very enthusiastically and energetically in the Board's interest the past year, being present at all important conferences at

THE AMERICAN ELEVATOR AND GRAIN TRADE

Washington and the trade in general recognizes the value of his efforts.

E. R. Wayland & Co. have removed their offices from Fort William, Ontario, Canada, to Winnipeg, Manitoba. The heads of the firm are E. R. Wayland and J. J. Corolan.

The Tessman Brothers Company has filed articles of incorporation at Duluth, Minn., to carry on a general grain, hay, flour and feed business. The capital stock is \$50,000 and the incorporators are Emil A., Simon A. and Julius R. Tessman, all of Duluth.

The Fox-Bushfield Grain Company, of St. Louis, Mo., has been incorporated with a capital stock of \$15,000, the object being to carry on a general grain brokerage and commission business. The firm has also formed connections at New Orleans as an export outlet.

The Lowitz Grain Company of Chicago, Ill., has been incorporated with a capital stock of \$5,000 to do a general commission and brokerage business in grain, seeds, provisions, stocks, etc. The incorporators are Ralph W. Woodbury, Homer W. Woodbury and Rose Harris.

C. B. Pierce was recently elected president of the Bartlett-Frazier Company, Chicago, Ill., to succeed the late H. E. Rycroft. George E. Fuller was made first vice-president, and W. E. Hudson, second vice-president. E. D. W. Pogue remains as secretary and Henry J. Patten, treasurer.

The firm of D. G. Stewart & Geidel of Pittsburgh, Pa., has dissolved partnership. D. G. Stewart continues in business under his own name and J. A. A. Geidel, has formed a connection with Mr. Leubin and will carry on a general grain business under the firm name of Geidel & Leubin.

The many friends of Finley Barrell of the Chicago grain firm of Finley Barrell & Co., will be pleased to learn that he has so far recovered from his late illness to be removed from St. Luke's hospital to his home in Lake Forest. He is expected to be at his office shortly after the middle of December.

The Mueller Grain Company of Peoria, Ill., has decided to devote all its time and attention to the grain business in future, and discontinue its hay business. The principals of the firm are Louis Mueller and L. L. Gruss, who have been identified with the Peoria Board of Trade for very many years, having established a large, sound and profitable business.

Record has been made of quit claim by Joseph Rosenbaum of J. Rosenbaum Grain Company of Chicago, Ill., to Abraham G. Becker, of the grain elevator property on the Calumet River, South Chicago, between One Hundred and Second and One Hundred and Third Streets, together with three other parcels of property. The consideration was not stated.

RECEIPTS AND SHIPMENTS.

The following reports are made direct to the "American Grain Trade" from the leading terminal markets, covering the November, 1914, receipts of grain, hay and seeds:

BALTIMORE.—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	1,045,800	3,425,195	1,993,849	3,264,296	
Corn, bus.....	953,147	174,048	634,970	19,418	
Oats, bus.....	5,343,130	264,436	4,815,335		
Barley, bus.....	344,095	545	230,294		
Rye, bus.....	1,520,147	69,461	1,377,234	25,206	
Hay, tons.....	4,217	6,265	725	896	
Flour, bbls.....	201,500	154,878	1,136	57,181	

BUFFALO.—Reported by the Chamber of Commerce:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	26,965,636	20,656,089			
Corn, bus.....	1,889,322	489,000			
Oats, bus.....	511,850	2,944,789			
Barley, bus.....	4,221,599	2,694,848			
Rye, bus.....	937,498				
Flax seed, bus.....	2,734,311				
Flour, bbls.....	1,328,435	1,199,794			

DETROIT.—Reported by M. S. Donovan, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	253,000	338,000	224,000	37,000	
Corn, bus.....	391,000	122,000	209,000	20,500	
Oats, bus.....	261,000	210,000	72,000	52,000	
Barley, bus.....	15,000	5,000	1,000		
Rye, bus.....	83,000	28,000	40,000	9,000	
Flour, bbls.....	34,800	28,000	44,000	35,000	

CHICAGO.—Reported by J. C. F. Merrill, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	14,102,000	2,154,000	9,645,000	2,301,000	
Corn, bus.....	12,458,000	2,805,000	6,001,000	4,247,000	
Oats, bus.....	11,844,000	6,852,000	11,988,000	6,634,000	
Barley, bus.....	3,187,000	2,667,000	1,042,000	598,000	
Rye, bus.....	354,000	359,000	219,000	118,000	
Timothy seed, lbs.	2,650,000	3,421,000	2,121,000	1,896,000	
Clover seed, lbs.	1,136,000	939,000	484,000	264,000	
Oth. grass seed, lbs.	1,910,000	1,714,000	1,477,000	1,072,000	
Flax seed, bus.....	11,000	262,000	2,000	7,000	
Broom corn, lbs.	3,207,000	2,855,000	1,780,000	2,439,000	
Hay, tons.....	23,600	28,283	5,309	2,531	
Flour, bbls.....	852,000	740,000	845,000	539,000	

CINCINNATI.—Reported by W. C. Culkins, superintendent of the Chamber of Commerce:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	246,874	331,128	181,741	200,916	
Corn, bus.....	592,904	511,865	236,214	178,723	
Oats, bus.....	366,377	618,387	171,626	339,819	
Barley, bus.....	41,579	60,632	2,154	5,529	
Rye, bus.....	26,994	90,975	4,123	18,006	
Timothy seed, lbs.	1,658	9,901	839	1,808	
Clover seed, lbs.	3,576	1,710	1,070	1,663	
Oth. grass seed, lbs.	24,739	13,850	12,185	12,790	
Flax seed, bus.....	16	9	4	2	
Broom corn, lbs.	268,267	37,317	29,430	26,010	
Hay, tons.....	10,588	24,783	7,023	18,735	
Flour, bbls.....	105,413	111,213	62,660	104,453	

DULUTH.—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	15,876,203	15,072,067	15,603,434	15,253,333	
Oats, bus.....	1,366,902	1,501,867	1,593,585	449,885	
Barley, bus.....	3,303,864	2,031,033	3,718,240	2,957,161	
Rye, bus.....	1,265,250	38,125	1,327,870	88,610	
Flax seed, bus.....	2,230,376	2,793,716	3,554,645	1,761,915	
Flour, bbls.....	601,690	855,760	825,155	1,372,300	
Flour, production.	139,755	176,030			

INDIANAPOLIS.—Reported by Wm. H. Howard, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	115,000	70,000	108,000	22,000	
Corn, bus.....	1,856,000	872,000	228,000	173,000	
Oats, bus.....	269,000	321,000	200,000	185,000	
Rye, bus.....	1,000	4,000	1,000	1,000	

KANSAS CITY.—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	10,777,650	1,975,200	8,633,250	1,485,600	
Corn, bus.....	698,750	2,223,750	275,000	1,251,250	
Oats, bus.....	748,000	838,100	557,600	945,200	
Barley, bus.....	107,860	44,800	53,200	2,800	
Rye, bus.....	29,700	37,400	40,700	16,500	
Flax seed, bus.....	3,000		2,000		
Hay, tons.....	27,048	26,724	5,316	6,120	
Flour, bbls.....	14,250	12,750	242,250	55,000	

MILWAUKEE.—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	1,495,050	379,500	1,198,111	256,748	
Corn, bus.....	2,835,150	479,080	1,307,093	112,638	
Oats, bus.....	2,069,100	1,292,400	2,912,789	1,408,630	
Barley, bus.....	1,822,680	2,106,000	730,825	527,653	
Rye, bus.....	610,630	305,800	431,770	225,967	
Timothy seed, lbs.	473,750	385,775	233,980	90,000	
Clover seed, lbs.	1,714,012	742,942	1,488,045	348,415	
Flax seed, bus.....	151,351	48,000			
Hay, tons.....	12,374	3,528	1,836	456	
Flour, bbls.....	358,000	393,690	360,572	406,959	

MINNEAPOLIS.—Reported by H. W. Moore, statistician of the Chamber of Commerce:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	12,041,630	12,331,020	3,368,650	2,538,080	
Corn, bus.....	1,904,880	696,920	1,221,490	432,010	
Oats, bus.....	2,351,660	2,291,610	1,842,270	2,344,520	
Barley, bus.....	3,652,930	3,822,410	3,308,500	2,964,980	
Rye, bus.....	805,790	583,140	448,110	442,280	
Flax seed, bus.....	1,246,820	1,505,460	149,540	168,990	
Hay, tons.....	4,340	5,050	720	1,053	
Flour, bbls.....	70,627	63,814	1,595,662	1,797,356	

NEW YORK CITY.—Reported by H. Heinzer, statistician of the Produce Exchange:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	8,515,180		4,556,648		
Corn, bus.....	2,031,120		616,816		
Oats, bus.....	2,326,000		1,400,343		
Barley, bus.....	1,352,650		646,433		
Rye, bus.....	483,500		642,108		
Timothy seed, bgs.			3,580		
Timothy, clover & other grass seed, bags	13,076		8,802		
Flax seed, bus.....	79,300		2,954		
Hay, tons.....	27,765		*1,368		
Flour, bbls.....	1,282,962		602,028		

OMAHA.—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	2,408,800	992,400	2,080,800	970,800	
Corn, bus.....	1,165,200	3,597,600	777,700	2,929,300	
Oats, bus.....	1,334,500	1,242,700	1,533,000	1,795,500	
Barley, bus.....	163,800	54,600	15,000	25,000	
Rye, bus.....	151,800	17,600	143,000	7,000	

PEORIA.—Reported by John R. Lofgren, secretary of the Board of Trade:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	130,000	108,000	93,000	115,000	
Corn, bus.....	1,152,000	1,217,080	872,999	212,149	
Oats, bus.....	672,300	748,500	762,525	985,275	
Barley, bus.....	252,800	296,166	154,105	118,300	
Rye, bus.....	20,400	64,800	14,200	37,200	
Mill feed, tons.....	4,680	5,041	7,912	11,894	
Seeds, lbs.....	240,000	1,020,000	30,000	150,000	
Broom corn, lbs.....	180,000			90,000	
Hay, tons.....	3,580	3,611	11,132	1,329	
Flour, bbls.....	184,200	112,800	191,829	146,247	

ST. LOUIS.—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	4,255,107	2,601,802	3,249,946	1,751,296	
Corn, bus.....	1,036,845	981,580	539,370	365,270	
Oats, bus.....	2,017,900	2,123,300	1,533,970	1,349,190	
Barley, bus.....	421,600	497,200	18,550	12,430	
Rye, bus.....	44,000	19,300	40,850	7,020	
Hay, tons.....	20,555	23,485	12,015	11,075	
Flour, bbls.....	311,800	292,010	372,520	343,685	

PHILADELPHIA.—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	2,547,403	2,417,403	2,341,781	2,660,211	
Corn, bus.....	190,583	158,579	85,714		
Oats, bus.....	1,149,762	926,541	821,425		
Barley, bus.....	150,492	62,699	30,000		
Rye, bus.....	78,000	9,000	9,965		
Clover seed, lbs.	420				
Flax seed, bus.....	149,800	98,263			
Hay, tons.....	7,060	6,261			
Flour, bbls.....	286,835	217,405	173,780	88,141	

TOLEDO.—Reported by Archibald Gassaway, secretary of the Produce Exchange:

Articles.	1914.	1913.	Shipments.	1914.	1913.
Wheat, bus.....	636,000	800,000	168,600	589,000	
Corn, bus.....	493,000	343,200	248,800	114,809	
Oats, bus.....	310,700	92,800	256,000	260,600	
Barley, bus.....	4,000	2,000			
Rye, bus.....	20,200	10,000	14,100	4,700	
Timothy seed, bgs.	2,784	4,993	1,214	68	
Clover seed, bags	7,650	6,920	2,320	1,534	
Alsike, bags.....	513	1,763	556	209	

OHIO CORN CHAMPS GO EAST

In all the agricultural states boy corn growers are receiving much encouragement, but in none have the young crop experts been given more honor than in Ohio. Local prizes, county prizes and state prizes have been awarded, but better than these, a trip to Washington, Philadelphia and New York was given to the best corn growers of the state, starting on the last day of November and returning home on December 5. Boys and girls to the number of 1,067 were given the trip free, and parents and other adults brought the number in the party to 1,200.

Under the name "Buckeye Corn Special Tour" a similar party last year was given considerable publicity. The trip this year was conducted under the same name, and elaborate plans for entertainment were made by T. P. Riddle, of Lima, and A. P. Sandles, of Columbus, who had charge of the expedition. There were seven train loads, each a "regiment" in charge of "Colonels" J. E. Russell, S. A. Harbourt, J. R. Clark, H. L. Goll, O. S. Ivins and Charles S. Henry. Of course the honors of the party went to Arnette Rose, of Lima, the champion corn grower of the state, and Miss Susan Everett, of Youngstown, the girl champion.

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TRADE NOTES

The Canadian branch of the Barnett & Record Company of Minneapolis, Minn., has closed a contract with the Canadian government for a large storage elevator with a working house in connection at Vancouver, B. C. It will have a capacity of about 2,500,000 bushels.

The Burrell Engineering & Construction Company, of Chicago, reports that it is unusually busy for this time of the year and in addition to a number of contracts for new grain elevators under construction, has numerous inquiries for houses from various sections of the grain belt.

L. R. Veatch has again associated himself with W. E. Caldwell Company of Louisville, Ky., and has charge of the flour mill building department. Besides flour mill and grain elevator construction work the firm also makes a specialty of steel tanks for grain storage purposes.

The Minneapolis Sheet Metal Works of Minneapolis, Minn., have moved from their old location on Second Street North into larger quarters at 1528 Washington Avenue North. The firm will have largely increased facilities for manufacturing their Minneapolis dust collectors, blow piping, conveyors and elevator specialties.

A. T. Ferrell & Co. of Saginaw, Mich., tell grain dealers that if they are using a No. 29D or one of the company's first class seed cleaners the pure seed laws will have no terrors. They point out that their cleaners are guaranteed to eliminate the foul seeds below the percentage allowed by the pure seed laws of the various states.

The Hess Warming & Ventilating Company of Chicago, has been very busy lately supplying the demand for the Hess Corn Testing Specialties, including the Original Brown-Duvel Moisture Tester, grading sieves, and percentage scales. The company keeps a large stock on hand so that patrons can be supplied promptly.

The Detroit Scoop-Truck Company of 2227 W. Jefferson Avenue, Detroit, Mich., has experienced an excellent business in its Climax Scoop-Truck the past year. Orders have been received from all sections and the special feature of a truck on wheels has made constant new friends for this handy grain elevator and warehouse appliance.

One of the problems about the grain elevator is to wholly eliminate dust. It is necessary to work at times in this element and on such occasions the operator is freed entirely from the dust by the use of Gibbs Patent Dust Protector. This device is manufactured and sold by the Gibbs Respirator Company of 124 East Avenue, Oak Park, Ill.

The publication *Graphite*, house organ of the Joseph Dixon Crucible Company of Jersey City, N. J., attained the age of sixteen years with its issue of December, 1914. To celebrate the event the birthday number appeared in a very handsome cover; but the extra attractive attire, it was stated, was partly in honor of the holiday season now approaching.

The Nordyke & Marmon Company of Indianapolis, Ind., is now presenting to the trade its three-pair-high mill for grinding feed, table corn meal, pearl meal, linseed meal, etc. The grain trade is a very large grinder of feeds during the winter months and the special merits of N. & M. Co. mill has brought about its use in very many grain elevators and feed mill plants.

G. M. Robinson, president of the Charter Gas Engine Company of Sterling, Ill., called the "Grand Old Man" of Sterling athletics, presided at a banquet recently in Sterling, the prime object of which was to afford opportunity to present a pennant to the Keystone team of ball players, winners in the Manufacturers League race for 1914. The city of Sterling is very proud of its two leagues. Manu-

facturers and Church, and Mr. Robinson has contributed a great deal to make baseball in that city so great a success.

The Barnard & Leas Manufacturing Company of Moline, Ill., has everything necessary for the complete equipment of the grain elevator and warehouse, but just at present the company is pushing its Barnard-Cornwall Corn Cleaner, a corn cleaner and a receiving separator, according to the kind of sieves used, and their Victor Corn Shellers. These machines have been perfected to the nth power and have been favorably known to the grain and milling industries for years. They have complete catalogs giving full information about these machines which will be sent anywhere on request.

A very interesting article appears in the November issue of the *Lauson Power Magazine* issued by The John Lauson Manufacturing Company, New Holstein, Wis., on the subject, "Troubles" with special reference to annoyances arising in the operation of gas, gasoline or oil engines. Some of these troubles are imaginary, the article states, and are consequently very hard to remedy. Real troubles are generally easily defeated when attacked with energy and intelligence and a part of the article tells how the attacking is to be done. There are a number of other instructive articles in this issue of the magazine.

The Tri-State Material Company of 611 Bryant Building, Kansas City, Mo., has a very interesting proposition for grain dealers who are troubled with leaky basements and elevator pits. In effect, the trouble is relieved by the use of their Trus-Con Waterproofing Paste Concentrated, a sure and certain protection to concrete against the injurious action of water. The company calls attention also to its highly specialized coating which is used for a damp proofing, protecting and beautifying exterior concrete, brick and all kinds of masonry surface. It is especially recommended for concrete storage tanks and concrete mill buildings.

THE PULL OF A BELT

The problem of correct belting at some time or other has to be solved by nearly every elevator operator. An incorrectly fitted belt, that is, one which is too small for the work it must perform, is a source of constant expense. A number of elevator men are working by rule-of-thumb methods which are only approximately correct.

L. D. Crain, of the Colorado Agricultural College, has worked out with great care a formula for the horsepower which can be economically transmitted by belting as follows:

There are three principal factors that govern the power which a leather belt will transmit. These are: Speed of the belt, thickness and width of the belt, and the pull of the belt per inch of width. The arc of contact, or the surface of the pulley in actual contact with the belt also serves to govern the power transmitted by a belt of given dimensions.

Considerable variation exists among engineers as to the value to be assigned to the pull per inch of width of a belt. If this value be too high, the belt rapidly wears out. On the other hand, if too low a value is used, the width of belt for a given horsepower will be excessive. Perhaps an average value of belt pull is 45 pounds per inch width. This value will insure a reasonable life of the belt.

If we let:

D=diameter of driving pulley in inches;

V=velocity of belt in feet per minute;

N=number of revolutions of pulley per minute;

S=effective pull of belt in pounds per inch of width of belt;

W=width of belt in inches.

Then the horsepower that a belt will economically

transmit is represented in the following formula:
S D N W

H. P.=

$4 \times 33,000$

The speed of the belt should not exceed 4,500 feet per minute. In a majority of cases in practice the speed will be under this value.

This formula for horsepower is for single belts.

Double belts are twice as thick as single belts, but the power they will transmit is less than twice that transmitted by single belts. The ratio is about 10 to 7. This decrease is due, largely, to the increased resistance to bending in the double belt.

DEATH OF CHARLES H. SCOTT

The sudden death, in an automobile accident, of Charles H. Scott, vice-president and treasurer of the Strong-Scott Manufacturing Company of Minneapolis, was a shock to grain, milling and machinery men.

The fatal accident occurred on November 17 as Mr. Scott and his brother, W. J. Scott, were returning by automobile from Charles' farm at Glen Lake, Minn. At a bad place in the road something went wrong with the machine and it pitched over a four-foot embankment. Charles H. was thrown clear of the car, but struck on his head. His neck was



THE LATE CHARLES H. SCOTT

broken and he died instantly. W. J. Scott was severely injured and was taken to the Eitel Hospital.

Charles H. Scott entered the mill furnishing business about 15 years ago when he became the western representative of the Invincible Grain Cleaner Company, of Silver Creek, N. Y. Previous to that he had been superintendent of the American Malt-ling Company's elevator at Kensington in Chicago. He had come to Chicago as a boy of 19 from Kansas. He was born at Gardner, Johnson County, Kan., July 7, 1873, and worked on a farm until he came east to carve his fortune. Though still a comparatively young man he had gone far toward realizing that ambition, for he had built a firm foundation of probity and honor and his friends were legion. He leaves a wife and three small children.

The publication of estimates by the Ministry of Agriculture of Argentina late in August shows a slight decrease in area planted in cereals this year. In 1912-13 wheat, linseed, oats and maize acreage totaled 33,789,500, in 1913-14 33,987,200, and in 1914-15, 32,815,400.

The recent provision of the Spanish government temporarily exempting from import duty wheat, wheat flour, and coal, has been annulled. Consignments of wheat, wheat flour and coal, accompanied by certificates from the Spanish consul at New York stating that cargoes were delivered for shipment prior to October 6, 1914, will be entitled to free admission.

NEWS LETTERS

[Special Correspondence.]

PHILADELPHIA

BY E. R. SIEWERS.

With the year just closing it is more than certain that the total receipts of wheat and flour for 1914 will not only equal those for 1913 but easily overtop them, so to speak, for up to the end of November a period of 11 months, the wheat receipts totaled 19,081,312 bushels, as against 19,152,260 bushels of wheat during the same time received here in 1913, a difference of but 70,948 bushels, with the full month of December to be heard from. The receipts of flour up to the end of November this year were 2,063,753 barrels, while for 11 months in 1913 they were but 2,080,225, a decrease of 16,472 barrels, with 25 business days to more than make up and surpass the deficiency. Corn has not made much of a showing at this port for the year up to December 1 in the export line, though the receipts for the 11 months

freight rates are given Baltimore than Philadelphia. And he further stated that the aforesaid railroad company manipulates its rates both by rail and water, so that Baltimore business is driven to Philadelphia. Now it has always been claimed that every leading transportation company finds it necessary to have in its employ some gentlemanly and plausible liars, who, when the company is concerned, will be pounced upon as scape goats. This annoying habit or custom appeared to have been in vogue some 3000 years ago, for King David, the Lord's anointed, in one of his *Psalms*, which the rock-ribbed, blue-stocking, orthodox Presbyterians read and sing regularly in their churches, among other things was constrained to remark, "I said in my haste all men are liars," though as to manipulating or discriminating in freight rates he was silent, railroad companies being unknown in his day.

After the investing of more than a million dollars here in the erection of the big, new, modernly-

over by Secretary William R. Tucker, who is Vice-consul of the Russian Government, there was recently resurrected quite a unique and highly interesting document that found its first publicity full three years before the Commercial, or the Corn Exchange came into existence. It contains the account of a sort of indignation meeting, brought about by the leading merchants of Philadelphia in the year 1851, after considerable agitation, in which a vigorous correspondence was the outcome between Dr. Job B. Tyson and William Peter, then the British Consul for Pennsylvania, bearing particularly upon the resources and commerce of this port, in the line of the shipping industry. Thomas P. Cope, a very wealthy ship owner, was at that time president of the Board of Trade, and evidently took an active part in the movement. Among other things it was declared, with a flourish of trumpets, that Philadelphia was the "Metropolitan Empress of the Western World," and that one-sixth of all the ships that sailed from New York to China and other foreign countries, were owned in Philadelphia and that the value of foreign merchandise used and sold here amounted annually to \$50,000,000, and that at least \$38,000,000 was brought into the country in the shipping, but through the port of New York; that Philadelphia is the great distributor of merchandise to the Western and Southern sections and Pennsylvania



Photographed by the Philadelphia Public Ledger.

THE FIRST RELIEF SHIP FOR BELGIUM LEAVING PHILADELPHIA WITH A CARGO OF BREADSTUFFS

of 1913 were 2,990,909 bushels, and covering the same period of this year totaled 2,142,137 bushels, a shortage of 848,772 bushels which will hardly be made up before the year 1914 closes. Oats took quite a stride ahead, with 1913 footing up 8,121,603 bushels, and for the same time, 11 months of 1914, the official record of 10,344,824 bushels, an increase up to the last day of November, of 2,223,221 bushels. For export, while oats increased 1,954,716 bushels for a period of 11 months, corn slid back over the 1913 returns 1,464,204 bushels, wheat 1,337,757 bushels, and flour 225,134 barrels, and there are all sorts of predictions as to what December will do, to change these results.

* * *

The trades people and the exporters are not satisfied with the amount of business here and are comparing the volume transacted for the year with the greater amount recorded for some of the other eastern cities and ports and are giving out the idea that the big railroads with their trunk lines to the Great Lakes and the West that have terminals here, are discriminating in some way against Philadelphia. The sworn testimony, recently given before the Interstate Commerce Commission, of General Freight Agent Turnbull Murdock who is practically an underman of the Pennsylvania Railroad Control, seems to indicate that this charge is well founded, as he stated that on the steamship lines of Virginia and Maryland, controlled by the "Pennsy," cheaper

equipped, rapid-handling Girard Point Elevator by the Pennsylvania Railroad Company (its completion being hailed with delight by the grain trade of the port in general, at the start), there has been, of late, considerable "kicking" by the leading grain exporters here, that this terminal was discriminated against. And Vice-President Dixon who has charge of the traffic affairs of the Pennsylvania Railroad gave the exporters a sharp prod for their dilatory methods in allowing cars, and even train loads of grain to blockade the tracks surrounding this wonderfully rapid elevator plant. As a brief public lecture the privileged communication he sent by way of reply to the Commercial Exchange worked well, for since then it seems that all hands got busy. The answer of the Exchange to this soft impeachment was, in substance, that delays, if there were any, were caused by the inability of the shipping industry to supply ocean steamships to promptly cargo and carry the big shipments of grain abroad.

It is quite probable that the great railroad companies have their own time to please and satisfy the general public, for in these times every one, from the solitary individual up to the National Government, seems to be "agin" the corporations and "has it in for them." As to the lack of ship accommodations that appears to be a Philadelphia standard excuse, which was used in the trade agitation over three-score years ago. In the musty archives of the Board of Trade whose valuable records are presided

the only state in the Union which has a navigable outlet to the Atlantic, a footing on the big lakes, and a command of the Western waters. And it was further stated that this port has the most convenient accommodations for a large marine, a safe harbor, and expansive outlet to the ocean; the conclusion being that nothing but the absence of will on the part of her merchants and business men to appropriate these natural advantages and blessings could prevent the return and up-building of a productive and prosperous commerce in grain and every other line. It was acknowledged that the carrying trade had simply been abandoned to the enterprise of New York, whose trade and business people it was claimed were more alert.

This was the universal and unanimous sentiment in Philadelphia 63 years ago, and now after this long lapse of time, the agitation of this burning question of shipping accommodations is indeed like history repeating itself. Though, be it said, among the future plans of the municipality is the expenditure in the work of general improvements, of more than \$100,000,000, of which \$20,000,000 will enter into the cost of developing the river fronts and the building of modern and commodious shipping facilities, including up-to-date piers, wharves, and docks with every equipment for the loading and unloading of steamships, with track connection between all piers and railroads, and a river channel depth of 35 feet, giving sufficient depth of water to accommodate the

largest and heaviest tonnage ships of every description used in these days. Its 90 miles from the sea affords a fresh water harbor where vessels can coal and repair, load and unload rapidly with commodities, provisions, and men, or remain indefinitely, safe from attack by any foreign power. The Philadelphia Navy Yard has a greater area than the combined docks and ship yards of Great Britain, so with all of the contentions between the grain trade and the transportation companies, the future commercial prospects of this city and its port as a foreign grain distributor in the near future will be exceedingly reassuring.

* * *

The British cruisers seized the Norwegian steamship *Fram*, loaded with a cargo of oil cake from Philadelphia via Charleston, S. C., and towed it into Shetland Islands. The *Fram* was bound for Nyborg, Denmark. Some 260,000 tons of oil cake meal is shipped yearly from one manufactory in this city to Rotterdam, Holland.

* * *

Edward M. Richardson has fitted up new apartments for his office headquarters in 404 Bourse Building to accommodate the increased business requirements of his flour, grain, and mill feed trade.

* * *

The Philadelphia Export Company, just incorporated by the state of Pennsylvania to import and distribute as well, all manner of grain, feed, flour, hay, and cereals, has already received several large foreign orders. Samuel F., William B., and John Scattergood, with Walter Keen Woolman, and William Richardson are among the moving spirits, the capitalization being \$100,000 as a beginning.

* * *

Treasurer Joseph W. Beatty of the Commercial Exchange, C. Herbert ell, its vice-president, and Frank P. Miller, the all-around flour man, are now appearing on the grain floor, fully recovered from their recent illnesses; the first named was attacked with neuritis, the second laid low by typhoid fever, and the third underwent an operation for appendicitis. Vice-President Bell is treasurer of the Quaker City Mills Company.

* * *

There is to be a hearing before the Interstate Commerce Commission at Washington upon the protest of the flour, feed and hay trade here against the orders of the transportation companies and their warehouse concerns, for reducing the free storage period from four to two days, and the making of tariff charges for car shifting deliveries.

* * *

The first week in December was Corn Day at the Commercial Exchange and the Bourse, and, in fact, all over the city the contagion seemed to spread. After visiting Washington, D. C., and paying their respects to the President and the Agricultural Department of the Government, 1067 young corn growers from Ohio arrived in the city by special train and spread out upon the grain tables of the Exchange 125 samples of corn, the best specimens from the Buckeye State. The Corn Exchange Bank of this city offered a number of exceedingly liberal money premiums for the highest scoring grades.

Chief Grain Inspector Captain John O. Foering, and Charles F. Preston, the Agriculturist of the Chester County Farm Bureau, acted as Judges and 160 samples were passed upon. There was white corn, and red corn, and yellow corn, and purple corn, and big cobs, and little cobs, of the various varieties—in fact, for two long days it was corn, corn, corn, all over the city. The Oberlin Boys' Band and the Girls' Band of Rising Sun, Ohio, vied with each other in rendering sweet strains of music, and popular airs, not forgetting the patriotic tunes, and even "It's a Long Way to Tipperary," and "Die Wacht am Rhein." Mayor Blankenburg, the police squad, the hotels, theaters, trolley lines, and automobile companies did them special homage and every part of the city was visited, including the big department stores, the parks, and there was a steam down the Delaware to League Island Navy Yard to get a peep at the armored cruisers and battleships of Uncle Sam.

The party was in charge of President Sandles of

the Ohio Agricultural Commission, assisted by T. P. Riddle, of Lima; Congressman-elect J. E. Russell, S. A. Harcourt, of Cleveland; J. R. Clark, of Columbus; H. L. Goll, O. S. Irvine, and Charles S. Henry. President Charles S. Calwell of the Corn Exchange National Bank of Philadelphia, presented the four cash prizes amounting to \$100 during the evening banquet held in the Bellevue-Stratford ballroom. The boys receiving prizes, and the scorings were as follows:

First—Paul Evans, R. F. D. No. 10, Van Wert, Ohio. He scored a total of 80 5-10 points with his corn; Second—Glenn L. Brumbaugh, Tippecanoe City, Ohio, total score of 79 5-10 points; Third—Rudy M. Bigley, Caldwell, Ohio, R. F. D. No. 5; score, 79 points; Fourth—Elvin Mann, West Unity, Ohio; score, 77 5-10 points. Honorable mention—Lawrence Rodenbach, R. F. D. No. 6, Johnstown, Ohio.

* * *

Philadelphia is ever in the forefront of the charitable cities of the country. This was evidenced by the sailing on November 12 of the steamer *Thelma*, the first relief ship bound for famine-stricken Belgium. The *Thelma* contained a cargo of grain, flour and other breadstuffs and is to be followed by other relief ships and from this port.

[Special Correspondence.]

TOLEDO

BY E. F. BAKER.

The Speer & Downen grain elevator at Trebeins, Ohio, was entirely destroyed recently entailing a loss of \$25,000 in buildings and machinery, and between \$12,000 and \$14,000 loss in grain. The contents of the building included about 10,000 bushels of wheat, oats and sweet corn and 500 barrels of flour. The books of the company and 27 barrels of flour were all that was saved. The fire started in the roof of the building, and is thought to have been caused by the sparks from a passing train. The elevator was owned by Henry Speer of Oneida, N. Y., and F. N. Downen of Carmi, Ill. These gentlemen purchased the elevator but a few months ago from Dewey Bros., of Xenia, Ohio. The property was insured for \$26,000.

* * *

The atmosphere about the Toledo Produce Exchange is optimistic, but the market seems rather quiet, and there is little dealing in futures. Grain is coming in well and the qualities are fine. Everybody seems to be content with business and with prospects despite the general quietude which has prevailed for some time. No one seems to know just what has brought about the slow condition, but it is usually attributed to the war.

Grain has been coming in exceptionally well recently and the qualities are more than satisfactory. It was reported that locally the foot and mouth disease epidemic had kept some grain out of the local market, but this was more than made up from territory outside of that affected by the epidemic. Wheat and oats are coming in well, and the qualities are of a high standard of excellence. It is seldom that wheat growers in this section have such fine showings as at this time. Since November 15, the corn has been coming into the local market in splendid shape and in fine condition. Most of the corn coming in now is grading No. 2 and No. 3 white, according to "Big Chief" Culver, and the No. 2 will, much of it, be No. 1 a little later on. The Western corn is much better in quality than that from local points. The Western corn is grading from 15.8 to 16.2, while the Ohio and Indiana corn grades from 19.6 to 26.4. Most of the corn now showing some moisture will grade up much better a little later on in the season. A little mouldy corn is showing up here and there, but this is not serious and has not been so bad as to unfit it for stock feeding. Generally speaking, grain has seldom been more satisfactory here than at the present time, and farmers are already planning heavy acreages for next year.

Wheat and corn receipts are running heavier than the shipments, but the shipments recently have been quite heavy. There has been a good deal of export business both in wheat and flour from this mar-

ket, and a cargo of 125,000 bushels of wheat went out from here this week for the export trade. Receipts for the week are as follows: Wheat, 191,000 bushels; corn 77,000 bushels; oats 24,000 bushels. Shipments: Wheat 115,000 bushels; corn 61,200 bushels; oats 55,500 bushels. Cash wheat was quoted on the closing of the market today at \$1.17½, which is considerably higher than at this time last year. The cash corn quotations were .64½ for the new corn. Cash oats were .49¾ as against .43 a year ago. Hay prices as quoted here today are \$9.12½ as against \$9.62½. Alsike is quoted at \$9.05, and timothy at \$2.80. Toledo quotations on cash wheat were a little higher than those of Chicago.

* * *

Cornelius Daly, aged 45 years, an employe of the East Side Iron Elevator Company, was killed recently when he fell through a grain chute at the elevator into the hold of the steamer *Griffith*. Daly was a grain trimmer.

* * *

John Smith, vice-president of the S. W. Flower Company, has returned from a trip to Florida, purely for pleasure. For the same purpose (that is his own pleasure) he has, since his return, been stringing yarns of mammoth size about the wonderful fish he caught and other acts of heroism in which he supposedly was chief figure. Some of the boys were hugely entertained, but some are inclined like the darkey in the celebrated minstrel selection, to declare "dat nebba did happen." Smith, however, without paying the slightest attention to the attitude of his listeners, goes right on with the tales in serene unconsciousness and perfect bliss. One thing is certain—he did have a fine time down in Florida.

* * *

Paul Crecelius, a 16-year-old boy, living near Sandusky, Ohio, raised 106 4/7 bushels or 7,460 pounds, of shelled corn on an acre of ground. He accompanied the Ohio Corn Boys on their Washington trip.

* * *

Under the contract corn grades in the Toledo market, all contracts for corn for delivery on and after July 1, 1914, unless otherwise specified, shall be understood as for No. 3 yellow or No. 3 white. Provided, however, that on such contracts a tender of the following described grades of corn in such proportions as may be convenient to the seller, but in no case an amount less than 1,000 bushels of any one grade in one elevator, shall be deemed a valid tender at the price differences mentioned in the following schedule:

No. 1 yellow corn.
No. 2 yellow corn.
No. 1 white corn.
No. 2 white corn at 1½¢ per bushel over contract price.
No. 3 yellow corn.
No. 3 white corn at contract price.
No. 4 yellow corn.
No. 4 white corn at 2½¢ per bushel under contract price during Nov., Dec., Jan. and Feb. only.

Kiln dried yellow corn and kiln dried white corn of two per cent less moisture than the standard grade of the natural yellow and white is also deliverable on contracts on and after July 1, 1915.

* * *

The Young Grain Company, of Toledo, has just put in a new corn drier of 5,000 bushels capacity in its Central Elevator located on the Clover Leaf Railroad. President Young reports that business is good and the elevator has all the grain it can handle.

* * *

Around 5,000 barrels of flour will be sent from Toledo for the Belgian relief on the relief ship to sail within a few days. Toledo millers donated about 2,000 barrels of flour, the balance being paid for by donations secured for the purpose by the Commerce Club.

* * *

Tom Morrison, of Frankfort, Ind., a director of the National Association of grain dealers, was a visitor at the Toledo Produce Exchange this week. Mr. Morrison declares that Indiana grain is the finest ever and intimates that the Hoosiers can put

December 15, 1914.

it all over Ohio when it comes to grain. There were some of the Buckeye boys who were inclined to dispute the statement but "Big Chief" Culver managed to separate the boys before any damage was done. Feelings were the only things reported injured.

[Special Correspondence.]

GALVESTON

BY R. N. COULSTON.

Close upon the heels of the Southern Pacific Elevator fire occurred another loss when the old Hannah-Leonard Elevator leased by the Wisrodt Grain Company, burned to the ground. About 150,000 bushels of wheat, corn and Kafir corn were in the bins and the total loss is estimated at \$300,000.

* * *

Two elevator fires occurring in the same month have given rise to a lot of rumors relative to foreign spies. Although there is no doubt that the removal

that the flames would bridge the slip to the Morgan line docks.

The fireboat *Charles Clarke* saw her first real service since her construction and the aid she rendered was great. A number of firemen were caught by the flames and had to leap from the bin floor to a life net held by volunteers on the top of the drier building. There were no casualties.

* * *

The Santa Fe's embargo on grain for Galveston was lifted on December 7 and several hundred cars were immediately started for the port. Galveston elevators are now working overtime and it is expected that the movement of wheat during December will be larger than in November.

* * *

The November report of Chief Inspector Miles shows exports of wheat for the month amounting to 5,093,393 bushels carried in thirty vessels. The total exports since September 1, 1914, amount to

all grains during November aggregated 24,142,000 bushels, compared with 21,440,000 bushels last year, and 29,735,000 in 1912, the bumper year. Shipments were reported at 25,797,000 bushels, compared with 19,627,000 bushels last year and 31,738,000 bushels in 1912.

Receipts of domestic grain here during the new crop year from August 1 to November 30 reached 67,284,595 bushels, as compared with 66,097,236 bushels in the corresponding period of 1913. Arrivals of wheat, oats, and rye compared favorably with last year, showing that the high prices prevailing had led to more liberal marketings by farmers. Due to the partial crop failure in the Northwest and the sharp drop in quotations through the war, flax receipts were heavily decreased, amounting to 3,745,000 bushels, as against 6,571,000 bushels a year ago. A feature was the movement of rye, which reached 3,618,000 bushels, as against only 935,450 bushels during the same period last year. Arrivals of Canadian grain at this point fell off to 1,155,000 bushels last fall as compared with 5,028,000 bushels a year ago.

* * *

Steady receipts of grain on a reduced scale are expected here during the winter months, but with practically 21,000,000 bushels' storage capacity still available, elevator men say they will have plenty of space to spare and it is not thought that any amount of grain will be loaded on steamers for winter storage. Boats are being offered on a basis of 2½ cents, but so far only a few charters have been reported.

* * *

Contingent upon export trade developments, it is predicted that extensive all-rail grain shipments will be made from here to the seaboard this winter. That will be more especially the case in durum and rye in which the demand is urgent and exporters are said to be willing to pay the additional charges. One of the local railroad freight agents reports inquiry for cars for barley to be moved East before the end of this month. Considerable screenings will be moved out from the elevators within a short time, as prices in the East have become more attractive to holders.

* * *

For the first time in several years back, a large movement of corn this way from over Minnesota, South Dakota and Nebraska is expected during the next two months. While in the past, the Itasca was the only elevator here to pay any attention to handling corn, the Peavey and Cargill plants are now ready to dip into that trade. Several cars have been received at the two first-named houses during the last couple of days, and other shipments are routed to them. Elevator men have been led to engage in that trade this season because the corn grown in the West has been uniformly dry, thus eliminating the chances of deterioration through dampness. Elevators here had an unfortunate experience some years ago in storing corn, and such losses were sustained through dampness developing that they have since fought shy of the proposition.

* * *

J. A. Shanahan, of the Shanahan Grain Company, will leave for Buffalo in a few days, where he will handle grain afloat there during the winter months. He will return to Duluth next spring.

* * *

Rye has been a feature in trading of late, and it promises to continue so during the winter months. Under urgent export buying, the cereal has sold up 7 cents during the past month to a new high mark of \$1.07. This is an advance of 57 cents a bushel since July. Durum has been another strong feature, scoring an advance of 10 cents in the month, and up till within the last couple of days commanding a premium of 13½ cents a bushel over spring wheat. Buying to complete contracts calling for delivery up to the close of navigation furnished the uplift. Remaining supplies of durum in farmers' hands over the territory are said to be light, and it is taken as assured that foreigners will be willing to pay a fair price for it. It is predicted by dealers, however, that the spread between Durum and spring wheat will be substantially narrowed up during the



Photograph by the *Galveston News*

BURNING OF THE SOUTHERN PACIFIC ELEVATOR AT GALVESTON, TEXAS

Crosses Mark the Spots Where the Firemen Stood and Where the Life Net Was Held

of facilities for handling grain exports would benefit certain of the countries now engaged in the European war, the majority of the trade place little credence in the reports.

* * *

The grain exporting facilities of Galveston were seriously crippled by the fire which completely destroyed the Sunset Elevator owned by the Southern Pacific Railway, on November 17. The fire was a spectacular one and a large crowd witnessed some heroic work on the part of the Galveston firemen. The exact cause of the fire is unknown, but it was first discovered in the top floor near the roof, about 11 o'clock in the morning. For the first hour that it burned it seemed certain that the damage would be confined to the top floor, but in an hour fire appeared on the next floor where ten 75-horsepower motors were located. Soon the floor burned away under these and they began to drop through the building.

At 12:30 the fire had penetrated through the upper four floors and found a foothold on the bin floor, in the main part of the elevator. After this there was no hope of saving the building. Fire was running down the legs through which the belts run from floor to floor, and although every bin and every part of the structure was thoroughly drenched with water by this time, there seemed no hope that any part could be saved and danger seemed to exist

14,452,528 bushels. About 700,000 bushels of wheat were on shipboard (not cleared) on December 1.

* * *

Geo. H. Hodgins, formerly connected with the Grain Inspection Department at Galveston expects shortly to assume charge of the new 500,000-bushel elevator of the Wichita Mill & Elevator Company, Wichita Falls, Texas.

[Special Correspondence.]

DULUTH

BY S. J. SCHULTE.

Elevator houses at the head of the Lakes experienced the usual rush during the closing days of navigation. Stocks were reduced to the extent of about 6,000,000 bushels during the four days up to midnight November 30, and stores were then in round figures 10,000,000 bushels as compared with 14,000,000 bushels a year ago. Supplies of spring wheat at approximately 7,000,000 bushels, were larger than had been expected in trade circles, but stores of Durum, rye and flaxseed were practically cleaned up. Some shippers paid the additional rate of insurance, and six cargoes were loaded out up to December 8.

* * *

The extent of the grain movement from over the West to this point during the late fall is shown in the fact that in spite of the smaller crop, receipts of

next few weeks. That was foreshadowed yesterday when a break of $1\frac{3}{8}$ cents was recorded in the May durum option, while May wheat broke $1\frac{1}{2}$ cents.

* * *

Announcements regarding prospective elevator extensions and improvements at this point are expected in the near future, due to the practical certainty that the acreage sown in grain over the Northwest next spring will be enormously increased, thus rendering an enlargement in terminal facilities almost imperative. To begin with, it is intimated that the building of a large addition to the Consolidated Elevator Company's plant may be proceeded with next spring. Plans for the addition were prepared some time ago, and by all accounts the contract is likely to be let within the next few months.

[Special Correspondence.]

MILWAUKEE

BY C. O. SKINROOD.

The one important topic at the Milwaukee Chamber of Commerce now is the collection of the war tax, many of whose provisions went into effect December 1. There seems to be no great complaint against the war tax because of the sums of money taken out of the grain trade by the levy, but the chief difficulty is the problem of learning just when and where the tax applies.

"It is very clear," said Secretary Plumb of the Milwaukee Chamber of Commerce, "that the war tax law was designed only to hit trading in futures. However, in practice there are a number of loop holes in the statute; it is so loosely drawn. The law provides that grain which is not actually loaded when the transaction is made must bear the war levy. This practically means that grain sold to arrive must bear the burden. This is essentially a cash deal, yet under the law strictly it must bear the tax.

"Suppose two cars of grain are being loaded in some Iowa town. The grain is sold to arrive. One car is already loaded when the deal is made. The other is loaded after the car is hauled down to the elevator. One car would bear the tax because it was not loaded when the deal was made and the other would not, because technically it was loaded when the contract was made. Yet both of these are cash transactions to all intents and purposes. Another burden on the grain shippers is the tax of 2 cents on each \$100 of promissory notes. Since much of the grain trade is done on borrowed capital, it means a tax of hundreds of dollars each month on grain traders."

* * *

"Milwaukee is growing to be one of the great export centers of the United States," said Secretary Plumb of the Milwaukee Chamber. "It is rather striking, however, that there are less than twenty exporters in the entire United States. This means that a great many dealers over the country are selling their grain to exporters on the seaboard. But very few dealers are actually doing their own exporting. Milwaukee has two large exporting firms but none of the local companies goes farther in exporting than selling to seaboard shippers. Minneapolis has not a single exporter direct. Chicago is said to have only two such exporters.

"This shows the extraordinary concentration there is in the exporting business of the country. Hundreds of millions of bushels of all kinds of grains are now being shipped abroad for war purposes and apparently all of this vast trade is handled by a very few firms."

* * *

Milwaukee grain trade is still forging ahead by leaps and bounds indicating the growing popularity of this city as a grain trading center. From January 1 to December 1 of this year, the total receipts of grain at Milwaukee have been no less than 70,000,000 bushels. This compares with an aggregate of 53,000,000 bushels for the same period of 1913. This is a gain of some 17,000,000 bushels in only eleven months. The shipments of grains of all kinds at Milwaukee have also gained enormously. The shipments for 1914 to December 1 have been no less than 50,000,000 bushels compared to 30,000,000 bushels for the same period last year. Ship-

ments from Milwaukee have apparently almost doubled in less than a year. A large feature of shipments is now by lake, the total for the eleven months stated having been 23,000,000 bushels, or just twice as large as a year ago and the largest on record.

The receipts of corn, oats and rye for 1914 have been 50 per cent larger than a year ago. These grains represent the bulk of the increase in grain receipts at the Milwaukee market. The movement of corn alone for the crop year, or the twelve months ending December 1 last, have been in excess of 18,000,000 bushels, compared with 11,600,000 bushels approximately for the crop year of 1913. The shipments of corn during the same period were 12,400,000 bushels in 1914, compared with 7,944,000 bushels for the crop year ending December 1, 1913.

* * *

There is some talk at Milwaukee of enlarging the elevator capacity here as there is urgent need for more room as a result of the great boom in the grain trade denoted in the above figures.

"Milwaukee ought to have a new elevator of 1,500,000 bushels' capacity at once. There would be immediate use for it," said the secretary of the Milwaukee Chamber. "I am told that this project would now pay handsome returns on the capital, because of the increased opportunities for doing business. This chance to clear a big profit may not have been true a few years ago, but it is true with the new conditions that we have here now. There have been reports from time to time that elevator building projects were in contemplation. But nothing has yet resulted. It is believed, however, that this investment possibility will take a new lease of life with the advance in the Milwaukee grain business."

* * *

The Lyman Grain Company, Chamber of Commerce Building, has leased the old elevator on Florida Street, which has been idle for the last seven years. Grain will be received shortly. The building has been owned by the American Malt Company and a number of other interests. Now it is to be opened again which will add some 300,000 bushels to the elevator capacity available to the Milwaukee trade.

* * *

The latest figures on grain in store in Milwaukee are for the close of November when there was reported 184,000 bushels of wheat, 32,000 bushels of corn, 685,000 bushels of oats, 147,000 bushels of barley and 63,000 bushels of rye.

* * *

The close of the shipping season on the Great Lakes on December 1 ended one of the biggest grain seasons in the history of the Milwaukee market. One of the late steamers to clear for the East was the *E. A. S. Clarke* for Buffalo with a cargo of about 250,000 bushels of wheat.

* * *

Several of the Milwaukee grain men have gone on record in favor of changing the time of clocks during the winter. Many of them approve the extension of eastern time to make the clocks run an hour earlier. Milwaukee grain men say that the adoption of this reform by Chicago or any of the other large cities of the west, would necessitate the adoption of the same reform in Milwaukee because of the close business relations existing between the two cities.

* * *

Milwaukee grain men had a hearing in December on a rate case—namely the one involving the elimination of reshipping rates on grain and grain products from Milwaukee via Chicago to Eastern points. Testimony was taken before Examiner Kelly of the Interstate Commerce Commission. No conclusion was announced on the hearing.

* * *

Grain men of Superior have been very much worried over the fact that the Wisconsin Tax Commission may decide to tax all grain on hand in the elevators on May 1, which is the date when property lists of the state are taken. In Duluth the grain men pay a fixed charge for taxation on the amount of business done and the complaint is made by Superior interests that this tax rate is much lower

than that of Superior, so that business will be diverted to Duluth in case the high tax is enforced on grain at Superior.

* * *

W. B. H. Kerr of the W. B. H. Kerr Company of Hartland, Wis., who died recently, had been a member of the Milwaukee Chamber of Commerce since 1888. He was well known to the grain men of Milwaukee, having been engaged in trade here for many years.

* * *

The December rate of interest of the Milwaukee Chamber of Commerce, as determined by the finance committee is 7 per cent. This is considered a high rate in view of the reduction in interest rates generally since the inauguration of the Federal reserve system about the middle of November.

* * *

George A. Schroeder was chosen as the representative of the local Chamber at a meeting called by various lake interests at Detroit. The general topic was a proposed change in the grain bill of lading.

* * *

Elevator "A" loaded approximately 1,00,000 bushels of wheat in ten days. Several loads of 250,000 bushels each were taken on for shipment to Buffalo. Recent business on the lakes in grain was of unusual proportions. Vessels of the Hawgood fleet were chartered to move wheat east before the close of the season. Rates were bid up in a number of instances because of the urgency of shipments.

* * *

The Hottel Company, grain and feed exporting concern of Milwaukee, has been incorporated with a capital stock of \$50,000. The incorporators are Max, E. E. and Anna Hottel.

* * *

Reports received at Milwaukee are to the effect that there is much lighter loading of wheat in the Northwest than formerly. Many of the farmers still expect to get still higher prices and are holding back in their marketing on that account. It is now believed that fully 60 per cent of the wheat crop has already been marketed.

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Conrad C. Kamm and Philip Orth are among the recent new members elected to the Chamber of Commerce.

* * *

Milwaukee grain men are much interested in the hearing to be held in Chicago in January to determine if the railroads have a right to establish an embargo prohibiting all shipments of grain for specified periods. Southern and Western roads placed an embargo on receiving grain at the port of Galveston during the early period of the war. This caused great protest among grain men and shippers and owners generally.

* * *

Capt. Henry Leisk and A. R. Templeton of the Milwaukee Chamber were chosen to represent the city's grain interests at the Great Lakes Waterways conference held in Chicago late in November.

* * *

Milwaukee bank clearings in recent weeks have been running from 3 to 9 per cent higher than last year, indicating business rapidly improving.

* * *

The steamer *Omega* brought down more than 101,000 bushels of flax from Duluth to Milwaukee. This is an indication of the growing seed trade at the Milwaukee market.

* * *

Secretary Herman Bleyer of the Milwaukee Harbor Commission, says the most remarkable fact with regard to Milwaukee's recent grain trade is the progress made in shipments via the lake route. Last year, he says, only 9 per cent in round number of the shipments went by the lakes, while this year, about 24 per cent of the Milwaukee shipments went out by the lake. "This record is due to the very great enterprise shown by the members of the Milwaukee Chamber of Commerce," added Mr. Bleyer.

* * *

"Some people think that Milwaukee reached its maximum as a grain center in the sixties or seventies," said Secretary Bleyer. "It is true that at that time there was a great primary wheat market at Milwaukee. But since that time the increased trade

in other grains has far offset the loss in the wheat trade. The trade in grain at Milwaukee has now reached a new high record. Milwaukee is a greater grain marketing city than ever before."

* * *

The Milwaukee Malting Company will soon complete the erection of a grain warehouse to hold 150,000 bushels.

* * *

Karger Brothers, grain men at Milwaukee, received a car of oats from South Dakota with no less than 3,147 bushels. This is one of the giant freight cars.

* * *

There has been a fair demand for good malting and brewing barley at the Milwaukee market. Medium and low grades have been backward and tending lower in the early days of December. Receipts have been running in the neighborhood of 400 cars per week at the Milwaukee market. The prices for the first week of December have ranged from 60 to 68 cents per bushel. The finer grades have been quoted up as high as 73 cents per bushel.

* * *

There have been rather small fluctuations in the corn trade of Milwaukee recently. The demand for local and shipping account has been more than satisfactory. Practically all the different kinds of yellow, white and mixed corn have sold well with prices running around 59 to 63 cents a bushel for the first week of December. The receipts per week have been running close to 1,000 cars although this is barely the opening of the new corn season.

* * *

Choice heavy oats have been in particular demand. Inferior and black mixtures have been in poor demand. The movement is rather slow with trade running at 200 to 300 cars per week. Prices have generally ranged from 42 to 49 cents per bushel.

* * *

Wheat trade has been active at Milwaukee with good buying, both for shipping and milling account. Receipts have been rather irregular, ranging from 100 to 500 or more cars per week. Demand has been so good that all offerings have been absorbed readily. Prices have ranged from 98 cents to \$1.20 per bushel.

* * *

Rye has been selling at new high record prices. Both local and export demand has been large. Practically all grades have been saleable and prices have ranged from \$1.09 to \$1.12 per bushel, which are real war prices.

[Special Correspondence.]

KANSAS CITY

BY B. S. BROWN.

Large early shipments of alfalfa meal are being made by the Western mills, which are taking advantage of the saving to be made on Eastern shipments by using the Kansas City Missouri River Navigation Company barges from Kansas City to St. Louis. On November 5 a cargo of approximately 12,000 bags of meal was on the municipal wharf at Kansas City for loading.

* * *

Wheat receipts in Kansas City during November constituted a record for that month, and were five times the receipts for November, 1913, and three times the 10-year average. The November wheat receipts were 7,983 cars, against 1,646 in November, 1913, and a 10-year average of 2,564. Corn receipts, 559 cars, were only about a third of November last year, which were 1,779, and about half of the November average of 1,046. Oats receipts were 440 cars, against 493 in November, 1913, and a 10-year average of 369 cars. The November receipts helped materially to swell the big movement to Kansas City in wheat for the year, which will likely be above 65,000,000 bushels. The large arrivals were well taken for outside shipment, exporters taking the hard winter which constituted the bulk of the movement, and Kansas City mills and shippers also getting large quantities. With the nearly 11,000,000 bushels receipts, elevator stocks gained only 568,230 bushels. Stocks of grain November 30 in Kansas City were: Wheat, 9,275,819 bushels, against 8,707,589 October 31 and 8,265,250 November 30, 1913; corn, 75,434, against 57,887 October 31 and 298,542

November, 30, 1913; oats, 914,199, against 785,250 October 31 and 1,271,429 November 30, 1913. Wheat prices did not show much net change, but corn was 6 to 11 cents lower than a month previous, the large amount of forage available being a factor.

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Lonis Horowitz, proprietor of the Missouri & Kansas Hay & Grain Company, previously of 909 Independence Avenue, is expanding. W. S. Dickey recently erected for him near Third Street and Grand Avenue, a hollow tile one-story building with elevator, in which Mr. Horowitz is installing a 25-horsepower motor to run the elevator and the small grinders.

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J. C. Hastings, of Grantville, Kan., has prepared a "grain map" of the state of Kansas which will be exhibited at San Francisco during the Panama-Pacific Exposition in the agricultural display. The map is 48 3/4 x 88 1/2 inches and required 14 days to make. The weight of the grain in the map is nineteen pounds. The coloring contained in the ordinary published map of Kansas has been followed as nearly as possible with the various grains and seeds, which



NEW PLANT OF THE MISSOURI & KANSAS HAY & GRAIN COMPANY, KANSAS CITY, MO.

are glued to a canvas back. Mr. Hastings has taken numerous prizes for county and township maps made in a similar fashion.

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The B. Rockwell Merchandise & Grain Company of Junction City, Kan., purchased during the week of November 27, more than 11,000 bushels of wheat on a basis of \$1.00 per bushel for grain testing 60 pounds. This purchase was made to fill orders from Southern mills.

* * *

C. W. Lonsdale represented the Kansas City Board of Trade at a conference of lake transportation interests at Detroit, November 24, the conference being called to discuss the question of shrinkage in grain in transit across the lake, and to make an agreement with lake vessel owners as to a maximum allowance.

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In spite of late sowing of wheat in Johnson County, Kan., the stand is reported good and with favorable weather conditions during the winter it is believed the 1915 crop will be large.

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The Missouri State Board of Agriculture advises farmers to gather their corn early this year, the roots being shallower and the stalks weaker than is usually the case. Jewell Mayes, secretary of the Board, recommends that farmers do not buy seed corn without seeing the stalk.

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E. W. Smith of Kansas City, upon returning from a five-months' stay in Europe said to fellow members on 'Change, "I am so tired of seeing soldiers in uniform that I don't like to look at an elevator boy with gold braid on his coat." Mr. Smith was in Carlsbad when Austria declared war on Servia, later

he spent ten days in Berlin, then went to Holland and took passage for America but the boat was held up by England and Mr. Smith was forced to spend some time in Liverpool before he could proceed on his homeward trip. He believes there will be a large demand in European countries for American wheat and other foodstuffs.

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The U. S. Weather Office reports .25 of an inch of rainfall in November, 22 cloudless days and 6 partly cloudy. There was a trace of snow one morning but not enough to measure. The minimum temperature was 9 degrees and the maximum 80 degrees is about the usual report for November in this locality.

* * *

An interesting situation as to insurance of elevators is said to be developing in the West. One mutual company that has a large business has for two or three years been getting away from old-style terminals; its agent said that the mills are building larger elevators at their central plants, buildings modern in every particular and good risks, while their small storage houses scattered over their ter-

ritory are retained. While this might seem to indicate an accumulation of the business by the millers, the other side of the picture is that as the old-style elevators are replaced, they are replaced by up-to-date buildings which are taking good risks. It is said that in the case of one company that gave up the old-style, ten per cent of the proposed risks had burned, in value about ten times the amount of the premiums they would have paid.

* * *

New commission rates went into effect on the Kansas City Board of Trade November 9, on shelled corn, Kaffir corn, milo maize and feterita. The shelled corn commission for buying or selling was advanced from 1/2 cent to 3/4 cent a bushel; Kaffir corn, milo maize and feterita rates were increased from 1 cent a bushel to 2 cents per hundred pounds. Trades between members were based on these rates: Corn, 1/2 cent instead of 3/8 cent; Kaffir, milo and feterita, 1/2 cent per hundred instead of 3/4 cent per bushel. Another amendment to the rules raising the rate on handling wheat, corn and oats futures of 1/8 cent a bushel to \$7.50 per 5,000, or about one-seventh cent a bushel, was defeated; this amendment provided also that between members the rate would be raised from \$3.12 1/2 to \$3.75 per 5,000 bushels.

* * *

The hay market in Kansas City has not been particularly strong during the fall, but there are signs of improvement. So much hay goes south that the troubles of the cotton belt have been reflected here; cotton conditions are getting better, and the hay business in Kansas City is picking up. The feature of the market during the month was the record re-

receipts of straw and a consequent decline—which was natural in view of the tremendous wheat crop.

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Petitions have been filed charging that a grain trust exists in Salina, through which prices are kept below a normal level in view of prices in Kansas City and other places.

* * *

While Kansas City exporters get much of the business, the lifting of the embargo on shipments to Galveston by some railroads diverted considerable wheat from Kansas City.

* * *

Part of the weakness of corn last month was attributed to the prevalence of foot-and-mouth disease which discouraged feeding, and prevented a free movement of stock and feeding cattle.

* * *

The wheat production of Kansas has brought another industry into prominence to use the straw—paper pulp and strawboard manufacture. Hutchinson has one strong plant now, that has done a good business this year, and now at least one other plant is in prospect in the state, although the definite announcement of its location cannot yet be made.

* * *

The foot-and-mouth quarantine rules caused temporary troubles at the Kansas City hay market due to the misunderstanding of the regulations. Eastern buyers sometimes demanded affidavits that hay from unaffected states had been loaded prior to August 1, and Kansas City shippers responded by sending copies of the rules, which mentioned only affected states. There was belief in some quarters that hay in infected states had to be sealed, but when it was disclosed that hay for quarantined areas could be sent without restrictions if the hay was not opened and resealed in such areas, the movement proceeded smoothly. There was especial heavy demand developed from quarantined areas, and because of the restrictions on shipments from affected states.

* * *

Clark County, Kan., was the first to offer to the Belgian relief fund a carload of wheat. Chas. A. Wallingford, mayor of Ashland, secured this contribution of 1,000 bushels in less than three hours from the growers of the county. They also raised money to pay the freight on the car of wheat to Galveston. A carload of wheat makes 250 barrels of flour and this makes 80,000 loaves of bread which Clark County provides for the hungry Belgians.

* * *

The home of L. R. Hurd, president of the Red Star Mill & Elevator Company, Wichita, Kan., was entered by burglars during the absence of the family November 12, and \$200 worth of jewelry taken.

* * *

The elevator and mill of the Canton Flour Company at Canton, Kan., were destroyed by fire November 6 with a loss of \$50,000, including 6,000 bushels of wheat.

* * *

M. J. Lane of the grain commission firm of M. J. Lane & Co., purchased recently a \$20,000 home at Thirty-seventh and Summit Streets.

* * *

The addition to the Hayes Seed House at Topeka has recently been completed. An annex 38x60 feet of concrete, stone and brick was erected and steel mouse and rat-proof seed holders were installed.

* * *

Jacob Campbell, formerly a grain dealer in Minneapolis, Kan., died November 28, at Daytona, Fla.

* * *

W. C. Peterson formerly conducted a grain business at Reserve, Kan. Of late he has been renting his bins to farmers, his customers later discovering that he was selling their grain without their knowledge or consent, it is alleged. The farmers claim losses of \$8,000 or \$10,000. Mr. Peterson has been arrested and his trial set for December 19 at Hiawatha.

* * *

John T. Snodgrass, president of the grain exchange at Moose Jaw, Saskatchewan, returned to his former home in Kansas City, November 27, and will remain all winter. He reports most of the wheat in the territory of Moose Jaw marketed and that the mills are with difficulty securing grain.

He states that the acreage of wheat in 1915 will be double that of the past season, and that there is a great future ahead of Moose Jaw as a grain market.

* * *

Frank B. Quinby, a grain dealer of Fort Scott, has filed application in voluntary bankruptcy with liabilities listed at \$30,000 and no assets. Low priced contracts made before the advance in wheat owing to the outbreak of the war is named as a contributing cause.

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T. L. Hoffman, Wichita, manager of the ninety-two country elevators of the Kansas Flour Mills Company, reports their purchases of wheat during the middle of November as 15,000 bushels daily, in comparison with 40,000 to 60,000 bushels daily several weeks previous.

* * *

The deputy state grain inspector's office at Hutchinson, Kan., is experiencing a period of comparative dullness on account of diminished export business. Ten to twenty-five cars per day are still being inspected for local mills.

* * *

An interstate conference held in Kansas City December 7 under the auspices of the United States Commission on Industrial Relations was called to discuss the question of how best to distribute harvest hands in the grain growing section of the Missouri Valley. Western railroad officials, state labor commissioners and farmers were in attendance.

* * *

E. O. Moffatt of Kansas City makes the statement that the receipts credited to Kaffir corn in Kansas City represent about one-half Kaffir and the remainder milo maize and feterita. The shipments of Kaffir originate mostly in Kansas, while the other grains come from Oklahoma and Texas.

* * *

Reports received in Kansas City from William Schrenker indicate that 50 per cent of the wheat crop is still held at different points in Kansas, including Morland and Russell.

* * *

A canvass recently completed by the Kansas State Board of Agriculture shows 8,870,000 acres sown to winter wheat, which is a decrease of 2 to 3 per cent from the acreage of last year. However, there are increases in some counties, the largest being in the northwestern part of the state, where the corn crop was poor.

* * *

C. G. Benton of the Benton Grain Company was off the Kansas City Exchange several days recently on account of illness.

* * *

In Hughes County, Okla., which stands second in the supply of cotton grown, for the state, there will be a big reduction in cotton planting in 1915. Owing to the poor market this year a much larger acreage than usual will be sown to grain, alfalfa and forage crops.

* * *

W. L. Nelson, assistant secretary of the Missouri State Board of Agriculture, is working hard for the introduction into the legislature early in its session a bill providing for the accurate listing of the smaller crops of the state, similar to the systems employed in Kansas, the Dakotas, Nebraska and Michigan, where the report is made by the county assessor.

* * *

The Protzman Elevator Company of Paola, Kan., has been running its corn sheller at night. On November 23 while running at night the sheller was badly damaged by a large iron nut which was fed in with the corn from the car.

* * *

President A. L. Ernst appointed a committee of 14 members of the Kansas City Board of Trade to solicit funds for the Board of Trade Belgian relief fund. They will endeavor to raise \$1,000 or more for the purchase of flour. This will be in addition to the \$1,900 recently contributed by the members to the Red Cross fund.

* * *

The final estimate of J. C. Mohler, secretary of the Kansas State Board of Agriculture shows 180,924,885 bushels of wheat grown in 1914 from 9,100,000 acres. Allen Logan of Logan Brothers Grain

Company, Kansas City, has the honor of making the closest unofficial estimate on the 1914 crop. His estimate early in July was 180,559,000 bushels.

* * *

Dyer & Co. have moved to larger and more commodious offices at 765-7 Live Stock Exchange Building.

* * *

Mason Gregg of the Kansas City Board of Trade, who went to Galveston last July for Wallingford Brothers of Wichita, found that climate unfavorable for his health and has returned to the Kansas City and Iowa territory.

* * *

The per cent of increase in alfalfa acreage in Missouri is larger than in previous years, says the secretary of the State Board of Agriculture. This increase is attributed to the Board's campaign of publicity together with lectures at farmers' institutes and agricultural meetings.

* * *

Lyons County, Kan., is devoting a large acreage every year to Kaffir corn and similar feeds and less to corn, owing to the certainty of a crop and the increased yield. Lyons County leads the state in the number of silos on its farms.

* * *

J. L. Root and C. C. Orthwein tied for the high score in the annual golf tournament for Board of Trade members at the Blue Hills Club November 3. Dice were thrown and high honors placed on Mr. Root, Mr. Orthwein receiving second. G. H. Davis won the blind bogey cup and W. B. Lathrop the surprise cup.

* * *

Robert Y. Smith has assumed the business of the Smith-Mann Grain Company, with office in room 216, Postal Telegraph Building. Mr. Smith will handle both cash grain and futures, and the style of the firm hereafter will be R. Y. Smith Grain Company.

* * *

W. G. Hoover of the A. C. Davis Grain Company, has received from C. E. Ramsey of Lahoma, Okla., several Hessian flies—bottled. Mr. Ramsey enclosed a note saying, "These are the animals that are killing the wheat."

* * *

The Kansas State Agricultural College is making arrangements to conduct experiments in regard to the cause of winter-killing in Kansas, with special attention to the amount of moisture that is received. The specific gravity of seed, various methods of drilling and date of planting will also be investigated in connection with their relation to yield.

[Special Correspondence.]

INDIANAPOLIS

BY F. J. MILLER.

Market conditions and grain movements in Indiana in the last month have been very uncertain. Now and then a big day is recorded, only to be followed by a brief period of almost utter stagnation. The report of the Indianapolis Board of Trade, printed in another column, will show that of course some business has been done, but the lessened amount gives an indication of the irregularity of the market. Export, which a year ago was very large, is measured in small and infrequent lots now, so far as the trade in general is concerned.

* * *

The steady demand for wheat, resulting from high prices following the beginning of the European war, has led Indiana farmers to plant a greatly increased acreage this year. It is estimated that in the southern part of the state alone 7,000 more acres are in wheat now than a year ago. Many farmers next year will raise only enough corn to feed their stock.

* * *

Eighty thousand bushels of corn held near Evansville because of low water in the Ohio River have begun to move and river men say they will all be out of the way in another week.

* * *

Indiana has been one of the most active states in the campaign to send flour to the Belgians, and milling and grain men have in many instances been the center of this movement. Millers who co-operated

to supply the *Indianapolis Star* fund with flour adopted a special heavy sack with uniform label. H. E. Kinney, Indianapolis grain dealer, used his elevators at Amo, Bargersville and Whiteland as receiving stations.

* * *

The Farmers' Elevator Company of Poneto has been incorporated with a capital stock of \$20,000. The directors are William A. Popejoy, W. A. Huffman, J. W. Cook and others.

* * *

George G. Doran, of the Blanton Milling Company, has devised a plan for taking care of a certain class of applicants for work. "Yes, sir," he says to the caller. "I believe I can do something for you. I am getting up a gang to go to Mexico—" He generally gets no further, for most of the applicants make a bee-line for the street at this point.

* * *

Thomas Judd, of the Acme-Evans Company, was one of the ticket sale managers for the Phantom Show given for the benefit of the Children's Aid Association. For years the association has put on an elaborate production to raise money for its expenses. Finally, however, someone conceived the idea of selling the tickets, giving the usual amount of advance information to the papers, advertising, etc., and having no show. In that way the association is saved the expense of putting on the show and the patrons do not have to go and sit through an amateur production.

* * *

Within twelve hours after he was caught cracking a safe in Hartmann and Son's flour and feed store in New Albany, Harry Mukes, age eighteen, was sentenced by Judge J. M. Paris to serve ten to twenty years in the reformatory at Jeffersonville. He plead guilty to the charge of burglary and, as he had recently been released from the boys' school at Plainfield on parole, received a heavy sentence.

* * *

Selling permits to move hay, grain and fodder over the highways of St. Joseph County for \$10 each was one of the schemes of the sharks who benefited by the quarantine established in Indiana during the prevalence of the foot-and-mouth disease. The hay market in South Bend suffered considerably as a result of the tie-up, as it was impossible to remove hay on farms even outside the infected district. Also the price of hay jumped from \$15 to \$18.

* * *

Men well known in the grain and milling trades played an important part in the special edition recently printed by the *Indianapolis Star* to set forth the work of the Indianapolis Rotary Club. An entire section was devoted to the organization, its foundation, purpose and accomplishments and the lines of business represented by its members. Pictures of the following men were printed in this Rotary Club section; Isaac E. Woodard and John A. Reis, Acme-Evans Company; Bert A. Boyd, the Bert A. Boyd Grain Company; J. H. Genung, American Hominy Company; R. P. Dawson, Southern Seed Company.

* * *

Thieves broke into the Teegarden & Powell elevator at Losantville, but were frightened away before they could open the safe. John Powell, one of the firm discovered the attempt when he opened the elevator and found dynamite caps, fuses, wrenches and glycerin. The safe had been damaged to such an extent that the services of an expert were required to open it.

* * *

Tom Oddy, of the Bert A. Boyd Grain Company, was one of the reception committee at the recent gathering of the Indiana Consistory, Ancient Accepted Scottish Rites, when the thirty-second degree was conferred on a class of thirty-eight.

* * *

Sherman B. Harting has been elected a member of the grain committee of the Board of Trade to fill a vacancy caused by the resignation of A. F. Files. It was decided that the Traffic Manager of the Board, R. R. Hargls, should attend a meeting of

the Interstate Commerce Commission at Washington, December 14, when the complaint of the Corn Exchange of Buffalo was heard on ex-lake grain rates and reshipping rail rates.

* * *

Price's Elevator & Grain Company of Griffin has been incorporated with a capital stock of \$10,000. The directors are James H. Price, John W. Fisher and Charles N. Garrett.

* * *

Donald A. Purviance, a grain dealer of Huntington, and Miss Marian Dupont Neat, of New Albany, were married recently at the bride's home. After a wedding trip they will make their home in Huntington.

* * *

Notice has been filed of the final dissolution of the Fairmount Grain Company of Fairmount.

* * *

The Board, through its relief committee, gave \$500 for the American Red Cross fund for the relief of European war sufferers. It also made an appropriation for fifty barrels of flour, gave \$125 toward defraying the expenses of the committee appointed by Governor Ralston to obtain aid for the war sufferers and five dollars to buy Red Cross Christmas seals.

* * *

The governing committee of the Board has decided to retire \$3,000 of the outstanding preferred stock at this time. This will leave \$100,000 of the preferred stock, of an original issue of \$200,000.

* * *

The following have been elected to membership in the Board: L. H. Van Briggles, Newton J. McGuire, William E. Osborn, Leonard M. Quill, Nathan H. Richardson, Edward C. Gale, Edward M. Cawley, Elliott R. Hooton and Henry S. Kistler, Indianapolis, and Harry H. Sease, Mooresville.

[Special Correspondence.]

CINCINNATI

BY K. C. CRAIN.

The Cincinnati Grain & Hay Dealers' Association, composed of members of the Grain and Hay Exchange of the Chamber of Commerce, held its regular monthly meeting on the evening of December 8 at the Hotel Gibson, President W. R. McQuillan presiding. About forty members were present at the dinner which preceded the formal meeting, and others dropped in during the evening, making the meeting one of the best held for some time. Interest in the situation caused by the various state and national quarantines, and discussion of the problems which they have created, was the outstanding feature of the meeting. The general opinion expressed, however, was that the trade is in excellent shape for the winter months, both as to stocks and as to the outlook for business.

* * *

While business on the local grain and hay market is not by any means what could be called active, conditions have still improved so much, as compared with the uncertainty and trouble of a month or so ago, due to the quarantine regulations brought about by the foot-and-mouth disease, that the trade as a whole is fairly well satisfied. This does not necessarily mean that better business is not hoped for nor that the foot-and-mouth quarantine is over, but that the situation has improved to a considerable extent. The movement both of hay and grain is reported as being fairly good, and prices are steadily maintained at a high level.

Modification of the regulations of the Federal Bureau of Animal Industry regarding the shipment of hay, which at first threatened to shut off the movement of forage to a very serious extent, have now enabled the product to move quite freely. At first the Bureau required all shipments to be accompanied by affidavits to the effect that the hay had been cut prior to August 1 and baled before October 1; but as this would have prevented the movement of probably the greater part of the crop in Ohio and other sections of the Middle West, vigorous representations were made to the Bureau

regarding the imminence of a hay famine, as a result of which the rule was modified. As modified, hay and straw harvested prior to August 1, 1914, "and which has since that date been stored away from live stock in such a manner as to prevent the possibility of contact with cattle," etc., "may be shipped without disinfection from the quarantined area to any other state, or to any foreign country, provided that at the date of shipment no case of foot-and-mouth disease exists within a radius of fifteen miles of the place or places where the said hay or straw was harvested and stored." This has enabled business to go ahead about as usual, to the great relief of the trade.

* * *

M. Blumenthal, a local grain dealer who handles a considerable quantity of distillers' grain, stated recently that the general decision among the distillers to cut down production materially for the current season has had a marked effect upon the demand for distillers' corn and rye, as the reduction in some cases amounts to one-half. High prices have also had their effect upon the distillers, according to Mr. Blumenthal, causing more of a cut in the proposed crop than would otherwise have been the case. The weather of late, which has been rather wet, has also had the effect of retarding the movement of this season's corn, and considering this and other conditions he reports business as being fairly active.

* * *

The Early & Daniel Company, a leading grain and hay concern of Cincinnati, suffered the loss of its stock at its Covington, Ky., store, across the river, by fire recently, the blaze starting in some mysterious manner at night, after the store was closed. The store was housed in a two-story frame structure, and it was only by vigorous efforts that the fire department managed to confine the blaze to that building, as it threatened the L. & N. depot for a time, as well as other nearby buildings. The loss in corn, oats, hay, mill-feed and other goods stored in the building is estimated at about \$4,000, covered by insurance.

* * *

Work on the proposed addition to the big Early & Daniel plant in Cincinnati, which was announced some time ago, has been postponed, awaiting some alternations to the plans designed to reduce the cost, which was excessive, judging by bids recently filed. The architects will wrestle with the problem of cutting down the cost without reducing the efficiency of the building or its size, the foundations being already in. It is believed by the company, however, that better bids can be secured at another letting, which will be had as soon as whatever modifications are decided upon are arranged in the plans and specifications.

* * *

The quarantine regulations enforced while the foot-and-mouth disease was at its worst did not affect business as badly as might have been expected, according to McQuillan & Co., either as to volume or the speed of the movement. Demand and price are still good with the company, Mr. McQuillan stated recently, and prospects are excellent for a good business all winter.

* * *

The Sidney Grain Company was recently incorporated at Sidney, Ohio, with a capital stock of \$30,000, for the purpose of engaging in the grain business as dealers. Elmer and H. E. Sheets, J. C. Wagoner and W. B. Jackson are interested in the business.

* * *

A bulletin recently issued by the Ohio Agricultural Experiment Station, relative to the value of corn and oats, respectively, as feed for horses, has created considerable discussion among grain men and teamsters, as it tends to upset theories of long standing among those familiar with reeding. The bulletin declares that a series of experiments at the station showed conclusively that corn, fed exclusively for a period of eight weeks, did not affect horses badly either as to their endurance or their spirit, and that, on the other hand, oats did not seem to increase either endurance or spirit. Taken

in connection with the fact that for years corn has been cheaper than oats, pound for pound, the conclusions reported by the bulletin are rather interesting.

* * *

One of the conventions which has been secured for Cincinnati during the coming year is of more than a little interest to the grain trade, being that of the Fraternity of Operative Millers, the great national organization of the flour milling trade. It is estimated that it will bring to the city fully a thousand millers, besides the usual interesting and valuable exhibits of milling machinery and manufactured products held in connection with the convention. The grain men, whose interests are so closely allied with those of the millers, are already making arrangements to do their part in the entertainment of the convention, and indications are that the affair will be one of the best which the millers have ever held.

* * *

News was received in Cincinnati recently of the death at Elwood, Ind., of William McCallister, formerly one of the most prominent citizens of the Queen City, at the age of seventy years. After a conspicuously successful career in railroad work, and a term as president of the Cincinnati Chamber of Commerce, not to mention several public offices of distinction, Mr. McCallister was made weighmaster of the Chamber of Commerce, an important and responsible position, which he held for several years, retiring three years ago and going to Elwood to live. The Cincinnati Chamber appointed a committee to draft suitable resolutions on Mr. McCallister's death.

* * *

The Robinson Grain Company, which formerly did business at Lima, Ohio, has purchased the plant at Deshler, Ohio, known as the Deshler Roller Mills, and will operate it hereafter, under charge of O. C. Robinson in person. Mr. Robinson plans to do a wholesale feed business, in addition to buying all kinds of grain and operating a modern mill. Additional equipment will probably be required for the latter purpose, as it is intended to turn out first-class flour only. The plant was out of commission for some time before Mr. Robinson purchased it, and he overhauled it thoroughly preparatory to opening it up again.

[Special Correspondence.]

ST. LOUIS

BY RALPH O. JOHNSON.

Speculative trading in the wheat market on the St. Louis Merchants' Exchange is lighter than at any time since the European war started, but this is a season when dullness usually prevails and grain men generally expect improved conditions after the turn of the year. Many of the best posted traders on the "floor" are looking for a January rise, and predict that activity and advancing prices will prevail throughout the last half of the crop year, if market conditions are not disturbed by early settlement of the war. Those traders favoring the buying side base their views on the continued heavy export demands for wheat, which recently have mounted again to near-record proportions, after a slight falling off in the foreign demand when buying on the war conditions first set the export markets a booming.

Indications are that the movement of wheat to domestic primary markets also has passed the flood stage, and that the high price prevailing and the recent large movement in the past have left the farmer little wheat to offer late on the crop, at a time when not only the domestic visible supply is at a low ebb, but the entire world's surplus stock has been marketed and consumed. That the domestic visible supply will run down earlier than last year has been suggested by recent decreases in the total, compared with increases a year ago, and also by the export shipments which are commencing to total weekly more than the weekly primary receipts. Last year on December 13, the visible decreased about 2,000,000 bushels, only to rise 2,000,000 bushels December 20, over 1,000,000 bushels December 27, some 400,000 bushels January 3, and touched

the high point of the year at 63,881,000 bushels on January 10. Should the exports continue as indicated, and receipts show a seasonable falling off, there is every reason to believe that the total visible now around 70,000,000 bushels, and some 10,000,000 of bushels over last year, will diminish rapidly, once the season of lowering supplies starts, and that May will witness not only a considerable scarcity of wheat, but what supplies there are in the country, concentrated in strong hands and at the seaboard, where they will not be readily available for delivery on short contracts.

While the speculative end of the market has been dull the cash trade has been excellent, and the Langenberg Bros. Commission Company, the W. D. Orthwein Grain Company, the C. H. Albers Commission Company, Annan Burg & Co., Nanson Commission Company and other well-known firms have been very active. Most of the buying was on export orders and one day recently over 300,000 bushels was sold by one firm for direct shipment to France.

* * *

The opening of the St. Louis Stock Exchange on December 7, was the cause of much cheerfulness in financial and commercial circles, and has paved the way for further improvement in business in St. Louis territory. There was no selling pressure of any kind displayed in any of the investment or speculative issues, which showed conclusively that during the period of suspended trading, the banking interests had materially strengthened their position with brokerage houses and adjusted all weak contracts which may have been outstanding when the Exchange closed. St. Louis' business has been materially bettered by heavy foreign buying in this market by the warring nations of Europe, especially in the horse and mule market, the shoe market and other markets of supplies for soldiers. Bankers assert that the operation of the \$135,000,000 cotton pool, coupled with increasing exports of cotton to Europe is vastly helping trade with the South and that from now forward business in that section should expand steadily. St. Louis derives much of its trade from the cotton producing states, and any improvement there is quickly reflected in her many important industries. Even the flour trade, which for several months was on a very light basis with southern territory has revived considerably, according to Charles Hezel, Jr., of the Hezel Milling Company, which has a large clientele in the Southern states. Mr. Hezel declares that in the past two weeks conditions in the cotton belt have shown marked betterment with buyers taking supplies more freely and meeting payments much more readily. Mr. Hezel believes that when the South realizes that things are not as bad as was reported that business there will develop rapidly, as forecasts indicate a cotton crop of 16,000,000 bales or over, a possible record, which in a measure should offset the low price, especially if quotations should prove higher later in the season, when exports and consumption have somewhat diminished the supply.

* * *

The St. Louis Grain Club held its annual dinner Thanksgiving evening, in the Mercantile Club. Besides the usual appetizing spread the evening was made enjoyable by dances by Mr. and Mrs. G. E. Hogan of New York. The dining hall was appropriately decorated for the occasion. The club adopted a resolution asking the Merchants' Exchange to discontinue trading in mixed oats.

* * *

A total of \$714.18 was collected on the St. Louis Merchants' Exchange recently for the benefit of the St. Louis Hospital Fund. This exceeded by \$200 the amount collected last year. Flowers were sold as well as tags, and when the bell tapped on the floor for the session to close the remaining flowers were auctioned off by P. P. Connor, and the bidding was lively. During the day D. R. Francis, of the commission company which bears his name, and president of the Hospital Fund Society, met John E. Hall, a well known commission man. Mr. Francis' breast was covered with flowers. "I'll give you \$10 for those flowers," said Hall. Mr. Francis sold

them. Then he bought them back for \$15, and Mr. Hall repurchased them for \$20. The flowers changed hands once again, and then both deposited \$25 in the subscription box. Mr. Hall also made the donation of a \$100 Confederate bill, remarking that it was made in the interest of Eugene Smith, secretary of the Merchants' Exchange. He immediately repurchased the bill with a liberal donation.

* * *

Jacob Sehrt, president of the S. & S. Flour Mills Company, St. Louis, died recently at his home, 5075 Maple Avenue, after a long illness. Mr. Sehrt was well known in grain circles. At one time he was connected with the Camp Spring Milling Company. He was 55 years old.

* * *

At a recent special election of members of the St. Louis Merchants' Exchange, two amendments to the Exchange rule covering the commission rates for the sale and purchase of corn in bulk, on track, in elevator or to arrive, were adopted. The rate for the sale of corn was raised from $\frac{3}{8}$ to $\frac{3}{4}$ of a cent and for the purchase of corn from $\frac{3}{8}$ to $\frac{1}{2}$ a cent. The new rule became effective November 27. On December 15 an election will be held to vote to make contracts for delivery on oats after January 2, unless otherwise agreed between the parties, No. 1 oats, No. 2 white oats, Standard oats or No. 3 white oats, in whole or in part. Under the old rule No. 1 oats, No. 2 oats, No. 2 oats color, No. 1 Northern oats or No. 2 Northern oats, in whole or in part, were sufficient for delivery, provided 1 cent per bushel was deducted from the contract price.

* * *

The recent rain and snow in the St. Louis territory have materially improved the position of winter wheat, and the crop is reported in good condition in all directions. For over 15 days in the latter part of November and early December the sun failed to shine in St. Louis, but with the cloudy weather came rain and snow for the farmer, so that the gloomy days had their silver lining. East of the Mississippi River reports have been unusually favorable, and sufficient moisture has fallen to provide for the crop for several weeks to come.

* * *

The Fox-Bushfield Grain Company has been incorporated with a paid up capital of \$15,000 to do business in the St. Louis market. J. A. Bushfield, formerly with the Elmore-Schultz Grain Company, will be secretary and treasurer of the new firm. The company will represent the purchasing end of the export business in this territory of C. B. Fox, the well known export house of New Orleans. The company also will do a general receiving and shipping business.

* * *

F. Eugster, who years ago was connected with the Henry C. Haarstick Commission Company, St. Louis, was on the Merchants' Exchange recently buying wheat for the French Government. Most of the purchases were of soft wheat and for direct shipment. Mr. Eugster also made large purchases in the Chicago market, and it was estimated that the buying totaled nearly 3,000,000 bushels in about 10 days. According to E. M. Flesh, president of the C. H. Albers Commission Company, Mr. Eugster purchased 300,000 bushels in one day, mostly from the Albers firm.

* * *

Frank P. McClellan, of the commission firm of J. S. McClellan & Son, has been suspended from the St. Louis Merchants' Exchange for one year. According to Marshall Hall, president of the Exchange, Mr. McClellan was suspended for irregularity in transactions under the rules of the Exchange. If possible he will be reinstated in the near future, if certain business transactions outstanding are satisfactorily adjusted.

* * *

Deliveries of wheat on December contracts on the St. Louis Merchants' Exchange were 565,000 bushels; of corn, 45,000 bushels; of oats, none.

* * *

Alexander H. Smith, the oldest living ex-president of the St. Louis Merchants' Exchange, presided at the annual banquet of the Knobel Fishing & Hunt-

ing Club, held recently at Hoffman's Cafe. The Knobel Club is composed almost entirely of members of the Merchants' Exchange, and from some of the hunting and fishing yarns told at the banquet, Isaac Walton was a "piker."

* * *

According to Thomas K. Martin of the Graham Martin Grain Company, receipts of wheat in the St. Louis market should show a sharp falling off in the next few weeks. Mr. Martin declares that high prices have caused the soft winter wheat farmer to market his supplies very freely, and that their surplus wheat is now cleaned up.

* * *

The Illinois Traction Company has placed in operation a new freight yard and elevator at 20th and N Streets, Granite City, Ill. A large amount of grain is handled by the traction system through interchange with other railroads, and the elevator will facilitate the handling of additional shipments.

* * *

Pit sentiment on corn in the St. Louis market has been bearish for some time, but only a few traders made any money on the recent decline. Most of them were long at a higher level, and after taking losses were afraid to switch to the selling side. Most of the pit element still favor lower prices on the continued heavy receipts, and the fact that the mild weather has permitted outside feeding, which has saved several million bushels usually consumed at this time. T. E. Price, head of the T. E. Price Commission Company, was one of the fortunate bears on the recent decline in corn, and is credited with cleaning up a handsome profit on the break.

* * *

An oil portrait of the late E. O. Stanard, former president of the St. Louis Merchants' Exchange, and founder of the Standard-Tilton Milling Company, was unveiled and hung on the east wall of the trading hall, at a recent meeting of members, officers and ex-presidents. The portrait was presented to the Exchange by W. K. Stanard and Mrs. J. F. Shoemaker, Mr. Stanard's son and daughter. Marshall Hall accepted the portrait in behalf of the members, after which eulogistic speeches were made by ex-Governor D. R. Francis, Alex H. Smith, Henry C. Haarstick, Oscar L. Whitelaw and George J. Tansey, other ex-presidents. The portrait was painted by E. E. Kaufer of New York City.

* * *

Contributions of St. Louis grain men and millers for the relief of the Belgian sufferers total over \$1,000 cash, and some further contributions are expected. The committee, consisting of Sam Plant, of the George P. Plant Milling Company, E. C. Andrews of the Kehlor Flour Mills Company, and E. D. Tilton of the Stanard Tilton Milling Company, has received 985 barrels of flour for the relief work.

* * *

The St. Louis grain trade is much interested in recent progress made towards opening and improving the shipping facilities on the Mississippi River from St. Louis. Recently the Wiggins Ferry Company agreed to East St. Louis shippers' demands for free warfare in East St. Louis, a free warehouse on the river front, with tracks for car shipments, without the added expense of the bridge arbitrary. This was followed at Memphis by the first international trade conference of the Mississippi Valley and Central West, when resolutions were adopted appealing to Congress for more liberal Federal appropriations for improvement of the Mississippi River and its tributaries. About the same time a charter was granted a St. Louis company to place a line of electrically driven shallow barges on the Mississippi River between St. Louis and New Orleans.

* * *

Edward P. Loesch, a statistician on the St. Louis Merchants' Exchange for many years, was married recently to Miss Catherine McCormick at St. Teresa's Catholic Church.

* * *

The hay quarantine in the St. Louis market, which was declared shortly after the quarantine on cattle was precipitated by the foot-and-mouth disease, and which materially interfered with ship-

ments of hay from East St. Louis to St. Louis, has practically been removed, and little difficulty now is experienced in obtaining supplies. For a while two markets were maintained here, with the higher prices in East St. Louis.

* * *

Eugene C. Dreyer of the Dreyer Commission Company, St. Louis, returned recently from a business trip east. Mr. Dreyer says sentiment in business circles from New York to Maine is vastly improved, and that grain and feed dealers expect continued grain exports throughout the remainder of the crop year.

* * *

President Bush of the Missouri Pacific Railroad, returned to St. Louis recently from an extended trip over the southern lines of the company. Mr. Bush says that trade conditions in the cotton states are improving, and expects continued expansion in business in the South from now forward.

* * *

St. Louis grain dealers were slightly "up in the air" when the new tax on bills of lading went into effect recently. The supply of new revenue stamps was decidedly short of requirements, and the result was considerable confusion until the railroads were

notified to receive shipments on bills of lading not having stamps, and to collect later on.

* * *

At a meeting of the Green County Bureau of Agriculture recently, it was announced that \$600 in cash prizes will be awarded for exhibits at the first annual corn show December 17 to 19. A large part of the money is offered in the competition of boys' corn clubs.

* * *

P. J. Barron, a deputy supervisor under John Dower in the weighing department of the Merchants' Exchange, died recently at Centralia, Mo., from a complication of diseases. Mr. Barron had been with the weighing department for over 10 years.

* * *

According to Peyton Carr, president of the Kehlor Flour Mills Company, grain exporters, have all the best of the flour exporters under the present schedule of freight rates, and millers should make strenuous efforts to have the matter adjusted. Mr. Carr asserts that he doubts if the trade has ever seen rates on flour for ocean shipment as high as they are at present. The rates to some foreign ports are at unheard of levels and are still advancing, Mr. Carr says.

CROP IMPROVEMENT.

A SUMMARY OF GOOD PRACTICE

The Crop Improvement Committee recently prepared a complete summary of the organization and conduct of sectional grain clubs, together with some of the ends that should be attained toward better grain and more of it at less cost.

The details of the organization plan may be had upon inquiry from Bert Ball, secretary, Board of Trade Building, Chicago. Some of the benefits from such organizations are as follows:

THE ONE BEST VARIETY OF EACH KIND OF GRAIN

It is impossible to breed any one variety of one grain to its highest efficiency as long as there are so many varieties of different kinds of grain in each community. Even though the very best soft winter wheat and hard winter wheat may be grown in the same locality, the mixing of the two would ruin the value of both, although either one by itself might command the highest market price. It might not be so difficult to obtain good prices for almost any variety of grain if kept separate. But, it is a deplorable fact that the grain sent to market as grown on the average farm is mixed beyond redemption, and it is next to impossible to obtain in the open market a car-load of any one variety of any kind of grain. It is, therefore, necessary for the State Experiment Associations to be very careful in disseminating their pure bred seeds, which should be treated with scrupulous care by planting in seed plots until enough of a pure bred variety may be grown to establish it in the neighborhood.

It is very important that a local association should be formed for this particular work.

One of the reasons why grain prices are not so high as they would otherwise be is that the mixture when offered at the local elevator invariably reduces the price. This is true especially in the case of barley and oats. Another great reason for selecting the one type is that there are always varieties which make a larger yield, varieties that have a stiff straw, varieties that are rust and drought resistant, and varieties that mature early enough to avoid the danger of drought and frost.

The best variety of each kind of grain should therefore be determined as accurately as possible, and whole communities should grow it exclusively, so that it can be offered for sale in large enough quantities to attract the market and bring a better

price. A standardized product is the first step to a better market.

TREATING SEED GRAIN FOR SMUT

Grain diseases cause millions of dollars worth of loss to farmers annually. The most common preventable disease is smut.

The common smut of oats and barley and the stinking smut of wheat can be almost completely eradicated by treating the seed with formaldehyde in the following manner:

Make a solution of 40 gallons of water and 1 pint of formaldehyde—at least 37 per cent strength).

Spread out the seed on a floor or canvas and sprinkle with formaldehyde solution until thoroughly moist, but not wet enough to pack in the hand. Shovel or rake over repeatedly to distribute the moisture evenly. Shovel into a pile and cover with sacks or canvas for at least two hours. The seed can be used at once or next day, but if kept longer it must be shoveled over until dry.

Smut spores fly across the fence. Get your neighbor to treat his grain also.

The ordinary blackhead or loose smut of wheat and barley requires the modified hot water treatment. It is very important that the hot water treatment should not be too hot, or it will kill the seeds. For this reason your thermometer should be tested at the creamery so that you can hold the hot water at 130° not longer than 5 minutes. It is necessary to reach 130° because if the water is not hot enough the treatment will not kill the smut pores.

FANNING AND GRADING

The big plump seed is known to be of better germination and higher yielding power, but even the best of crops will be found to contain numbers of small inferior seed. The only way to get this grain out is to fan and grade the seed thoroughly. Ordinarily, only the strong growing seeds produce good plants, come to maturity and yield a good crop.

TESTING FOR GERMINATION

Be sure your seed will grow. The only way to be sure is to test. Test, don't guess!

It requires only about 14 good ears to plant an acre of corn. Each ear then is of tremendous importance.

There are many good corn testers on the market. A sand or sawdust box that will test 200 or 300 ears at a time can be easily made at home, or the corn can be tested in a cloth rolled up in the "Rag Baby" shape. The latter is preferable for school use.

For small grain an ordinary white blotting paper is sufficient. First wet the blotting paper, fold it over like a book, put in between the folds 100 seeds, insert a cloth wick about 10 inches long and wrap up test in waxed paper. Put the end of the wick into a tumbler of water and pile the tests upon top of the glass.

THRESHING AND SHELLING

Care should be taken in threshing small grain and in shelling corn, not only to do a good job in getting all of the grain out of the straw or off the cob, but in cleaning it so that it will grade well. In shelling corn it will pay to keep watch and throw out the molded or mahogany colored ears, as their presence materially reduces the grade. In the case of barley, care should be taken not to set the concaves too close, as the hull will crack and the germination of the grain be impaired.

COMMERCIAL GRADES OF GRAIN

The farmer should be more familiar with the grades of all kinds of grain. The rules for grading can be secured from any main market or State Inspection Department. Generally inspectors can be secured to talk before clubs and illustrate how grain is graded.

The moisture content of corn plays an important part in its grade. Under the new Federal rule to reduce the moisture content it will be found that the growth of earlier maturing varieties and better housing methods will be necessary.

MARKETING

There are three ways of marketing grain. The first and most efficient way is the elevator which has a business man in charge who understands the grain business. It may be owned privately or by a group of farmers. While a good many farmers' elevators are known as co-operative elevators, they are really stock companies and sooner or later a portion of the stock is owned by outsiders—bankers and other capitalists, in addition to the farmers who market their grain through this warehouse. The third and most unsatisfactory method is what is known as "scoop-shoveling," usually by an itinerant buyer who has no financial standing, but contracts to switch a car on to a siding and buy enough grain to fill it. He is here today and gone tomorrow, and a great many marketing troubles are caused in this way.

After long years of experience a fair price for charges at the elevator has been agreed to be about 2 cents per bushel. For this the grain dealer pays cash to the farmer, pays elevator expense, interest, insurance, etc., and assumes all the risk of subsequent loss. Under some conditions and in some years an elevator can not handle wheat at a profit for less than 3 cents or more per bushel.

URGE FARMERS TO DESTROY VOLUNTEER WHEAT

In regards to a leaflet recently sent out by the Crop Improvement Committee, Professor F. M. Webster, in charge of the Government Cereal and Forage Insect Investigations, writes to Secretary Bert Ball as follows: "In the leaflet that you sent me with your previous letter you urged farmers to destroy volunteer wheat. From one of our assistants in the Middle West we have the information that the Hessian fly has been literally swarming about volunteer wheat, laying their eggs upon the leaves thereof, up to within the last few days. We do not anticipate so much trouble resulting from these eggs, for the reason that many of them will probably not hatch, and of those that do, few of the maggots will be able to survive the coming winter. But the same agent tells us that these volunteer plants are many of them densely populated with the Hessian fly in the 'flaxseed' stage, in which stage it can winter over almost regardless of climatic conditions. As many as thirty-eight of these were found upon one wheat plant. In all probability these will go over until next spring, largely at least unaffected by the winter, and help to populate the wheat fields in that vicinity next spring.

"I do not think the Crop Improvement Committee can do better than to urge every farmer to destroy volunteer wheat wherever it is possible to do so, either by pasturing or digging out and burning. It

is within the range of possibility that there is now a greater danger to next year's wheat crop, in some states, lurking in volunteer plants, and perhaps also in some cases in early sown fields. The best thing that you can advocate for December, January and February so far as now comes to my mind, is the burning of dead grass, leaves and rubbish to destroy chinch bugs and a number of other destructive insects known to pass the winter in such places."

MORE ABOUT FULGHUM OATS

BY N. L. WILLET.

I doubt if the North has ever produced an oat that has proven to be as sensational an oat as the Fulghum. In a former article I made notation as regards these oats; but recently new features as concerning it have come to light.

As a matter of fact, every man in this state who can afford to pay the dollar extra per acre in seed cost, is practically putting down Fulghum oats. The 1914 premium has been so much for them that many growers who hesitated last year between Applier and Fulghum, are kicking themselves because they lost by so doing from \$500 to \$1,000 on their oat crop by planting Applier. In many cases, on account of our 1914 Spring drought, Fulghums (being extra early) made 20 bushels per acre more than the Applier or other red rust-proof oats.

It is my belief that Fulghums will always bring 10 to 15 cents per bushel premium; and for three reasons: They are 18 to 20 days earlier, and allow, therefore, more leeway to the farmer for putting down all early Spring crops. Again, they are wholly beardless; again, they can be planted later than Appliers; again, they are more cold-proof. These oats in Missouri, planted in the Fall of 1913, stood all the cold of Missouri and came off as soon or sooner than the earliest of Spring-planted oats.

I estimate, therefore, that Fulghum growers will realize for 1915 crops at least \$10.00 per acre in value, as per above, for their Fulghum oats, as compared with other types.

But recently I have new data as regards this oat all along the same lines, which gives us a new insight into the oat; and which helps to make the Fulghum oat to be a still more distinct and separate oat from all others. I refer to the fact that it re-seeds itself. One who peels the Fulghum oat hull, will find it to be the stiffest of all oat hulls. They are almost like iron filing and indurctible. While the tender oat rots, it is possible for the Fulghum to hold up either on top of the ground or under the ground until the proper time of the year for their germination.

One experienced and highly responsible oat planter tells me that he made three oat crops, about 40 bushels per acre, and has the fourth crop now coming on—all done with one single planting of Fulghum oats. This has been done in cotton fields. The oat would come up along in October or November, and later on he would cut down the cotton stalks.

Still another grower has gotten a good Fulghum oats crop as follows: After cutting Fulghum, he too, planted cotton and in the fall this oat came up volunteer and he made a good crop. He, of course, knocked down the cotton stalks.

Another man tells me that after a Fulghum crop had been gathered, he let his stubble land remain fallow until near Christmas time, and then he broke it up, as a matter of Winter plowing, and volunteer Fulghum oats came up and he made a very good crop.

Still another report has been made: After oats, cow peas were sown, and after peas were off, volunteer Fulghum oats came up and made a good crop.

An exceedingly interesting report again comes to me from a grower, who planted in the fall, Fulghum oats in Johnson grass land, and he made 80 bushels per acre. Johnson grass then came off and he got two cuttings; then after plowing the land, volunteer Fulghum oats came up and he made a fine crop. And it might seem from this, as a rule, that these two crops might be kept up year after year without replanting of either.

Another grower tells me that two, years ago every field of Fulghums that he planted made him a good crop of oats, without replanting; and though he has been an oat planter all of his life, this has never happened with any other oat.

Another grower reports that his experience is that after a Fulghum oat crop, he would break the land carefully and harrow it and then plant cow peas. He will, without further plowing after his peas are off, get a crop of Fulghums without replanting.

In other words this experience leads me to believe that Fulghum oats can lie in the ground like Miller peas, Iron and Brabhams and not rot, and then come up at their proper germination time. The fact that they can lie in the ground without rotting seems to come from the fact that the hulls of the Applier seem to be stiffer than other oats. Indeed, Fulghum seem to be stiffer than other oats. Indeed, the hull feels as if it was almost solid silica.

CORN GROWERS TO SAN FRANCISCO

The National Top-Notch Farmers' Club is planning on holding its annual meeting in 1915 at the Panama-Pacific Exposition at San Francisco. This club is composed of those farmers who have produced over 100 bushels of corn to the acre. The president, W. I. Dunson, of Alexander City, Ala., holds his office by virtue of the fact that he produced the most corn of any contestant, over 232 bushels to the acre, and will continue to hold the office until that record is beaten. Each state which has a qualified member is entitled to a vice-president, the record holder of the state. Thirty-three states have vice-presidents, and these will all go to the fair. The Governors of these states will appoint committees of three each from every corn-raising county in the state, a total of over 9,000, so that the total attendance at this corn convention will be very large and will represent the most progressive farmers, boys, girls and men, in the country.

Records of over 150 bushels to the acre have been made by a number of boys in all sections of the country. They are: J. Jones Polk, Prentiss, Miss., 214.9 bushels per acre; C. J. Waasworth, Oregon, Ill., 192.1; J. Ray Cameron, Kinston, N. C., 190.4; Edward J. Eelborn, Madison, Ga., 181.7; Homer Fletcher, Ionia, Mich., 175; Willie Brown, Mist, Ark., 172.6; Malcolm Miller, Baker, Fla., 170.2; Alford Branch, Overton, Texas, 167.5; Frank G. Brockman, Amherst, Va., 167; Clarence V. Nave, Elizabethton, Tenn., 163.5; John P. Larsen, Moab, Utah, 156 bushels per acre.

While Alabama has won the presidency by scoring the largest yield, Illinois scored the greatest number of individual records, 214 young corn growers in that commonwealth having qualified for membership. Singularly enough, Mississippi, which won the second highest score, also has the second largest number of top-notch growers, with 80 farmers who have qualified.

The executive committee of five of the National Top-Notch Farmers' Club will meet at an early date to formulate further plans for the great convention and exhibit in San Francisco in 1915 though most of the larger details already have been marked out. This committee is composed of E. D. Funk of Shirley, Ill., president of the National Corn Association; Prof. P. G. Holden of Chicago, director of Agricultural Extension of the International Harvester Company; Hon. A. P. Sandles, president of the Ohio Agricultural Commission; Hon. J. K. Dickerson, secretary of the Illinois Department of Agriculture, and Col. C. F. Mills, a journalist of Springfield, Ill.

Four steamers left Boston last week for England with cargoes amounting to over 300,000 bushels of wheat.

The 1914 oat crop of North Dakota will amount to approximately 64,904,000 bushels, compared with a total yield of 57,825,000 bushels last year.

The oat crop of the United States this year is estimated at 1,136,755,000 bushels, or about 15,000,000 bushels more than last season's yield.



ELEVATOR AND GRAIN NEWS

ILLINOIS

A new elevator is under course of construction at Cherry, Ill.

The J. G. Welton Grain Company has remodeled its office, at Palestine, Ill.

Construction work is being completed on the Schweppe Elevator, at Alton, Ill.

The Farmers' Elevator Company, of Penfield, Ill., is building a 30,000-bushel elevator.

The elevator of W. P. Day, at Lane, Ill., has been taken over by W. T. Lane, of Clinton, Ill.

The first floor of the Turner-Hudnut Company's elevator, at Henry, Ill., has been cemented.

The new Farmers' Elevator, at Pekin, Ill., has been completed and is operated by electricity.

Work is progressing on the construction of the new Farmers' Elevator, at Milledgeville, Ill.

The Neola Elevator Company is building a 7-room house for its agent, at Davis Junction, Ill.

A new concrete office building will be erected at Saunemin, Ill., by the Saunemin Grain Company.

Joseph Rosenbaum has sold to Abraham G. Becker grain elevator property on the Calumet River, Chicago.

The annual stockholders' meeting of the Farmers' Elevator Company, Danforth, Ill., was held on December 12.

The Merritt Farmers' Elevator Company, recently incorporated at Merritt, Ill., will soon begin the erection of an elevator.

The elevator, grain and coal business of Thorp Scott & Co., at Wapello, Ill., was recently taken over by the Harrison Grain Company.

Burglars recently entered the office of the Farmers' Grain Company, Roberts, Ill., and took away everything of value that could be carried.

The Stanard-Tilton Milling Company recently began the work of straightening its elevator, at Alton, Ill., which has been gradually settling.

A meeting of farmers was held, at Fisher, Ill., for the purpose of organizing a Farmers' Union, but the proposition has been abandoned for the present.

E. T. Hollway & Son are building four concrete grain bins in connection with their elevator plant at Wing, Ill., each bin to have a capacity of 7,000 bushels.

G. W. Garrison has sold his interest in the firm of Sullivan & Garrison, at Industry, Ill., to W. R. Jewison, and the new firm will operate as Sullivan & Jewison.

Herron Brothers, of Milford, Ill., who have been operating the elevator at Bryce (R. F. D. from Milford), Ill., under a lease, have purchased the property for \$10,000.

Cook & Nelson, of Alert Station (P. O. Oneida), Ill., will build a 10,000-bushel elevator. The Burrell Engineering & Construction Company, of Chicago, has the contract.

The Farmers' Elevator Company, of Ransom, Ill., has determined to wreck a portion of the Perrine Elevator and will utilize the material in the construction of a lumber shed.

The Armour Grain Company is preparing to build a new fireproof 3,000,000-bushel elevator, in South Chicago, to replace the Minnesota Annex Elevator, which was destroyed by fire last winter.

The Junction Elevator Company has been incorporated at Junction, Ill., with a capital stock of \$25,000. The incorporators are Andrew Turner, C. C. Moore, John T. Hewitt and Guy Smith.

A new foundation has been built under the elevator of H. M. Dewey & Co., at Camp Grove, Ill., by the Chicago & Northwestern Railway, made necessary by a cut of 18 feet on their right of way.

The new elevator of the Wallace Grain & Supply Company, at Ottawa, Ill., has been completed at a cost of \$8,500. The building has 12 bins with a capacity of 40,000 bushels. It is operated by electric power.

The Montelius Grain Company, of Piper City, Ill., has completed the construction of its new storage plant, which consists of nine tanks, each 12 feet in diameter and 65 feet high. The tanks are of concrete construction and the house has a handling capacity of 6,000 bushels hourly with a total storage capacity of 85,000 bushels. The equipment includes

a 3,000-bushel automatic scale and cleaner. Electric power is used, but steam power is also available when needed.

J. A. Harrison & Co. have been incorporated at Heyworth, Ill., with a capital stock of \$40,000, to engage in a grain, lumber and coal business. The incorporators are J. A. Harrison, A. B. Harrison and W. W. Whitmore.

The Peotone Farmers' Elevator Company has been incorporated at Peotone, Ill., with a capital stock of \$15,000. The incorporators are Henry Monk, Henry R. Meyer, Elmer J. Crawford, Charles Gast and Elmer E. Barton.

The new elevator, at Dalley, four and one-half miles south of Penfield, Ill., built by a company of farmers in that neighborhood, has been completed at an approximate cost of \$7,500. E. Cunningham, of Walnut, Ill., has been employed as manager.

G. R. McCabe, of Fairbury, Ill., has purchased H. C. Parker's interest in the firm of Duzenbery & Co. at that place, while the firm name has been changed to Duzenbery & McCabe. The elevator, operated under lease by the firm, was recently sold by N. J. Claudon to H. V. Crossland, of Sheldon, Ill., in exchange for North Dakota land.

The Farmers' Grain & Coal Company, of Harmon, Ill., recently elected the following officers: President, E. J. Mannion; vice-president, M. A. Watson; secretary, James Frank; treasurer, James McCormick; directors, Charles Merchant and D. D. Conside. The company is now operating in the Hettiger Elevator, recently taken over, and George Hunt is acting as general manager of the business.

J. A. Davis, who has been operating an elevator at Williamsburg, Ill., has secured the elevator and coal business of Chas. L. McMasters, at Tuscola, Ill., for a consideration of \$10,000. Mr. Davis states that the plant will be improved and it is possible that a new concrete elevator will replace the present building in the spring. Mr. Davis, who has removed from Williamsburg to Tuscola, is one of six brothers, operating 13 elevators in Illinois. They own houses at Arthur, Chesterville, Fairbanks, Williamsburg, Tuscola and other points.

MISSOURI, KANSAS AND NEBRASKA

Fred Mikes has purchased the elevator at Patterson, Kan.

It is stated that a new elevator will be erected at Gallatin, Mo.

The Farmers' Union has secured an elevator, at McPherson, Kan.

The Clark Elevator, at Byars (mail Odee), Kan., is being completed.

R. A. Danskin has succeeded the Lincoln Grain Company, at Powell, Neb.

Mart Flanagan has leased the John McClune Elevator at Summerfield, Kan.

The Farmers' Elevator Company, of Wilson, Kan., is building a new office building.

A. A. Bradley has disposed of his elevator, at Harlan, Kan., to C. A. Kalbfleisch.

Luna & Son have sold their elevator, at Cedar, Kan., to A. A. Bradley, for \$6,000.

Smith Brothers, of Valley Center, Kan., have sold their grain business to S. Colclazier.

The Schappus Grain Company, of Schappus, Neb., will install a gas engine in its plant.

It is said that the Neola Elevator Company will build an elevator, at Manning, Kan.

The Hord Grain Company is completing the construction of its new elevator, at Rogers, Neb.

The Maxwell Grain & Lumber Company, of Maxwell, Neb., recently filed a notice of dissolution.

Albert De Young has installed an automatic scale and a manlift in his elevator, at Logan, Kan.

C. R. Dixon has secured a half interest in the grain business of Dainton & Son, at Kiowa, Kan.

The Farmers' Lumber & Grain Company, of Kimball, Neb., has increased its capital stock to \$50,000.

R. V. Sloan, of Huron, Kan., has taken over the elevator at Hiawatha, Kan., formerly owned by H. R. Sheldon.

A new elevator is in progress of construction at Ford, Kan., for W. T. Shute, which will be operated in connection with his house at Wilroads,

Kan. The new structure will have a capacity of 20,000 bushels.

The Hall County Grain Company has erected an 8,000-bushel steel storage tank, at Doniphan, Neb.

The Blauer Grain Company, of Irving, Kan., has disposed of its elevator business to H. Thomas, of Osborne, Kan.

L. L. Coryell, who operates a line of elevators in Nebraska, has purchased a grain house, near Rulo in that state.

An addition has been constructed to the Farmers' Elevator, at Bennington, Kan., and the plant has been remodeled.

A contract has been awarded for the erection of a 10,000-bushel elevator, at Cosby, Mo., for Schumacher & Hahn.

It is stated that an elevator may be built at Columbus, Kan., by the Kelso Grain Company, of West Mineral and Cherokee, Kan.

The Farmers' Grain Company, of St. Paul, Kan., has increased its storage capacity by the erection of a warehouse near its elevator.

The J. H. Lynds Mill & Elevator Company, of Whitecloud, Kan., has disposed of its elevator, at Fullerton, Neb., to L. L. Coryell.

The Ray-Patterson Milling Company, of Coffeyville, Kan., has been considering plans for the erection of an elevator, at Parsons, Kan.

Imig, Hentzen & Co., of Seward, Neb., have awarded a contract for the construction of a 30,000-bushel elevator in connection with a new alfalfa mill.

The board of directors of a company of farmers, organized to build an elevator at Hilton, Kan., has applied to the Union Pacific Railroad for a site.

The Derby Grain Company, of Alma, Kan., is planning the erection of a warehouse near its elevator, the structure to measure about 20x40 feet.

The Elmwood Mill & Elevator Company, of Elmwood, Neb., has installed an electric light plant, which will be used for lighting purposes in that city.

The elevator and mill of H. E. Fonda & Co., at Genoa, Neb., were recently sold at auction to Albert Lawson, Charles Lawson, P. Lawson, Sr., and Lew Peterson.

The Amboy Milling & Elevator Company, which is reconstructing its plant, near Red Cloud, Neb., recently destroyed by fire, has amended its articles of incorporation.

The Benton Farms Company, incorporated, at Onaga, Kan., by Mary J. Benton, J. O. Benton, and Elmer E. Hines, is authorized to build and operate elevators, mills, etc.

A charter has been granted the Scotia Farmers' Grain & Supply Company, of Scotia, Neb., capitalized at \$30,000. The incorporators include H. D. Kasson, J. H. Sautter and others.

Incorporation papers have been filed by the Farmers' Elevator Company, of Silver Creek, Neb., capitalized at \$25,000. Charles Wooster is president of the company and Fred C. Coulton is secretary.

The Farmers' Elevator Company, of Potter, Neb., has opened its elevator with Fred Nelson as buyer, and the firm is also dealing in coal having taken over that line of business from Thornberg & Mahler.

Articles of incorporation have been filed by the Forest City Milling & Elevator Company, of Forest City, Mo., capitalized at \$25,000. The incorporators are A. H. Bailey, G. L. Penney and James P. Morris.

Articles of incorporation have been filed by the Farmers' Elevator Association, of Stamford, Neb., capitalized at \$10,000. The officers are as follows: W. A. Latta, president; J. N. Culver, vice-president, and G. W. Brown, secretary-treasurer.

A charter has been granted to the Farmers' Union Elevator Company, of Lindsborg, Kan., capitalized at \$15,000. The incorporators are Constant Johnson, Ed. H. Johnson and Geo. Paulson. The firm has purchased the elevator at that place, formerly operated by the Lindsborg Ice Plant.

The Burlington Public Elevator Company, recently incorporated at St. Joseph, Mo., has taken over the old Burlington Elevator with the new concrete addition, having a capacity of 300,000 bushels. The consideration was \$40,000 and the former owner, A. J. Brunswig, of the Brunswig Grain Company. The officers of the new company are as follows:

R. R. Clark, president; A. J. Brunswig, vice-president; H. G. Krake, secretary; J. L. Frederick, treasurer, and M. H. McNeil, superintendent.

J. H. Lynds, of Kansas City, who owns a line of country elevators in the Southwest, has sold the greater number of the grain houses and expects to go to California next month to remain a year. Mr. Lynds is interested in the mill at White Cloud, Kan.

Farmers in the vicinity of Sterling, Kan., have been considering the matter of purchasing the elevator of the Kansas Grain Company at that place. A. L. McMurphy, H. Dymond, Jos. Schmucker, W. H. Burgess and Andy Gregg are interested in the project.

The Lexington Mill & Elevator Company, of Lexington, Neb., has placed its contract with the Burrell Engineering & Construction Company, Chicago, for a concrete mill building and an elevator of similar construction, the latter to have a storage capacity of 40,000 bushels.

OHIO, INDIANA AND MICHIGAN

The Fairmont Grain Company, of Fairmont, Ind., has been dissolved.

F. S. Durr has installed a feed mill in his elevator at Germantown, Ohio.

The Nappanee Produce Company, of Nappanee, Ind., is erecting an elevator.

C. E. Nichols & Co. have completed a new 5,000-bushel elevator at Shelby, Ind.

The Co-operative Elevator Company, of Rockfield, Ind., will install a feed mill in its plant.

The Farmers' Co-operative Company has completed its new elevator, at Wolcott, Ind.

The Brown-Miller Elevator, at Savannah, Ohio, has been completed and is receiving grain.

A new grain cleaner has been installed in the plant of the Luckey Elevator Company, at Luckey, Ohio.

The grain and feed business of J. R. White, at Ramsey, Ind., has been taken over by W. R. Voyles.

A wheat cleaner has been installed in the plant of the Farmers' Elevator Company, at Houston, Ohio.

H. L. Razor, of Kent, Ohio, has purchased an elevator, grain, coal and feed business, at Litchfield, Ohio.

The Standard Cereal Company expects to erect an 80,000-bushel elevator, at Chillicothe, Ohio, next spring.

The Monarch Milling Company, which is completing a flour mill, at Alpena, Mich., may erect an elevator later.

The Cadick Milling Company, of Grandview, Ind., will rebuild the two grain warehouses recently destroyed by fire.

The Trenton Grain & Elevator Company, of Trenton, Mich., has been incorporated with a capital stock of \$10,000.

John Hill, who formerly owned an elevator at St. Louis Crossing, Ind., is building an elevator, at Taylorsville, Ind.

An addition, to be used as an elevator, has been built on the plant of the Goldcamp Milling Company, Ironton, Ohio.

The Logansport Land & Improvement Company, of Logansport, Ind., is building an elevator to be complete next month.

The Wolfram Grain Company has installed new equipment in its elevator, at Marshfield, Ind., including a Western sheller.

The Smith Milling & Grain Company, of Warsaw, Ind., is building the foundation for an elevator 200 yards from its mill.

L. P. Thomas & Co., of Lowell, Mich., will rebuild their elevator recently destroyed by fire. The loss was fully covered by insurance.

J. A. Perry has completed and is operating his new 20,000-bushel elevator, at Lucas, Ohio, which replaces the house destroyed by fire last summer.

The elevator of John D. Shafer, at Mansfield, Ohio, has been remodeled and considerable new machinery installed. The house has a capacity of 25,000 bushels.

Thomas Weir, of Altoona, Pa., has secured the property of the Louisville Milling & Elevator Company, at Louisville, Ohio, formerly owned by John H. Miller.

The new 35,000-bushel elevator, at Whitestown, Ind., built for Jenkins & Cohee, to replace a house recently destroyed by fire, was opened for business last month.

The Rob Roy Elevator, at Attica, Ind., has been taken over by Bert Ford, of Auburn, Ind. The house has been operated during the past year by H. L. Harrington.

R. S. Stall & Co., of Thorntown, Ind., have awarded a contract to the Reliance Construction Company, of Indianapolis, Ind., for the building of a 12,000-bushel elevator. The house will be 32x32 feet on the ground and 72 feet high. The house is

to be complete by February 1 and will be operated by electric power.

E. M. Fisher is building an elevator, at Needham, Ind., to replace the house recently destroyed by fire.

Ben Bolte & Sons, of Ferdinand, Ind., are planning to improve and repair their elevator and will soon be in the market for supplies, including an automatic scale.

The former gasoline engine equipment in the house of the Wannamacher Elevator Company, at Ottoville, Ohio, has been replaced by a 25-horsepower electric motor.

John Hill, of St. Louis Crossing, Ind., has sold his elevator and grain business to Charles Myers. Mr. Hill is building an elevator at Taylorsville, Ind., which he will operate.

The proprietors of the Omer Mill & Elevator Company, Omer, Mich., whose plant was recently destroyed by fire, are building a bean elevator but will not reconstruct the mill.

Price's Elevator & Grain Company, of Griffin, Ind., has been incorporated with a capital stock of \$10,000. The directors are Jas. H. Price, John W. Fisher and Charles N. Garrett.

The Palmer-Miller Grain Company, of Salina, Ohio, has erected a new structure to be used for an office and warehouse for feed. The building is two stories high and 40x40 feet on the ground.

Incorporation papers have been filed by the Reeves Grain & Fuel Company, of Charlottesville, Ind., capitalized at \$5,000. The directors are Charles F. Reeves, Zoe H. Reeves and Fred B. Gable.

The Early & Daniel Company, of Cincinnati, Ohio, has postponed work on the building of an addition to its plant, pending a change in its construction plans. The foundation for the new structure has been completed.

The Farmers' Elevator Company, of Poneto, Ind., has been incorporated with a capital stock of \$20,000. The directors are William A. Popejoy, W. A. Huffman, J. W. Cook and others. The firm will build or buy an elevator.

The O. M. Scott & Sons' Company has been incorporated at Marysville, Ohio, with a capital stock of \$60,000, to deal in grain and seeds. The incorporators are D. S. Scott, H. K. Scott, O. M. Scott, Ruth Scott and Harriet Scott.

The Studabaker Grain & Seed Company, of Bluffton, Ind., recently purchased the elevator property of Hall, Garton & Co., at Tocsin, Ind., on the Chicago & Erie Railroad. The company expects to build a new house at Bluffton next year.

IOWA

Dreessen & Rehder, of Gladbrook, Iowa, have enlarged their elevator.

Fred Ruhs has succeeded the Updike Grain Company, at Botna, Iowa.

Harry L. Kaga & Co., of Atlantic, Iowa, have discontinued their grain business.

G. W. Malcom has purchased the elevator of C. E. Lowry & Sons, at Oto, Iowa, for \$6,000.

The Farmers' Grain Company has purchased the B. A. Lockwood Elevator, at Ontario, Iowa.

The new elevator of the Bowles-Billings-Kessler Company, at Rich Point, Iowa, is in operation.

Hancock & Nichols, of Danbury, Iowa, have repaired their elevator and installed new spouts.

The St. John Grain Company, at Graettinger, Iowa, was recently succeeded by the Quaker Oats Company.

The elevator at De Witt, Iowa, operated by Charles Howson, has undergone extensive repairs.

The W. H. Hubbard Grain Company, of Paton, Iowa, has completed a concrete office, 16x24 feet in size.

Brooke & O'Laughlin have torn down the old elevator, at Kalona, Iowa, and are building a new house.

The Great Western Elevator Company's plant, at Huntington, Iowa, has been taken over by J. E. Stockdale.

A. B. Wade has taken over and is operating the elevator, at Woodward, Iowa, formerly owned by R. M. Kinsman.

It is reported that R. A. Buck has sold his elevator, lumber, coal and feed business, and general store, at Lamaille, Iowa, to F. C. Nichols, of Marshalltown, Iowa.

The Albers Pollack Grain Company, of Omaha, Neb., has purchased the elevator of F. E. G. Miller, at Panama, Iowa.

A. H. Nafus & Son, owners of an elevator at Nashua, Iowa, have purchased the hardware business of Bick & Eckstein at that place and will take possession on January 1.

G. W. Carter has completed the construction of a new elevator at Hepburn, Iowa, to replace the house destroyed by fire on September 23. The capacity of the structure is 50 per cent greater

than that of the former elevator, and it is equipped with a feed mill having a daily capacity of 600 bushels.

In connection with its plant at Williams, Iowa, the Farmers' Elevator Company has completed a corn crib of 8,000 bushels' capacity, the equipment of which will be operated by an electric motor.

The Wheeler Grain & Coal Company, of Lehigh, Iowa, has awarded a contract for the building of additional storage capacity to its elevator, the installation of new machinery including an electric motor.

The board of directors of the Farmers' Grain Company, Ontario, Iowa, held a business meeting on November 28, when elevator improvements were planned and W. A. Pontius was appointed manager. The firm recently installed a new automatic scale.

EASTERN

A permit has been granted the Superior Elevator Company, of Buffalo, N. Y., to build a nreproof drier and boiler house at a cost of \$20,000.

The Pennsylvania Grain & Feed Company, of Philadelphia, will incorporate to deal in grain and manufacture feed. The petitioners are David A. Stewart Braden, John M. Bowman, Jr., William Wallace and E. M. Wallace.

Secretary Hollister, of the Chamber of Commerce, Seneca Falls, N. Y., has been endeavoring to interest the farmers of that district in the matter of establishing an elevator, according to a proposition of the Lehigh Valley Railroad Company.

The Superior Elevator Company, Buffalo, N. Y., successors of the Husted Milling Company, whose plant was destroyed by fire over a year ago, placed its new house in operation last month. The building is of reinforced concrete and steel construction. E. M. Husted is president of the company and Riley E. Pratt is vice-president.

The Western Maryland Railway Company opened bids on December 7 for the building of an elevator at its terminal at Port Covington, Baltimore, Md. The plans call for a work house having a capacity of 256,000 bushels, and with from 60 to 70 small bins, which will hold from one to three carloads each, and eight large shipping bins, each holding a little over 4,000 bushels. There will be three receiving legs, three shipping legs and two cleaning legs, six 2,000-bushel hopper scales and one transfer belt in the cupola. In connection with the work house there will be a grain drier with a capacity of 500 bushels per hour. The storage annex, consisting of circular bins with a total capacity of more than 600,000 bushels, will be of reinforced concrete construction with a steel cupola. The receiving shed will permit of the unloading of six cars simultaneously and there will be a marine tower for unloading boats. The establishment will represent an expenditure of approximately \$650,000.

MINNESOTA AND WISCONSIN

A new elevator has been opened, at Marvie, Minn.

J. C. Johnson recently purchased an elevator, at Menahga, Minn.

T. H. Hilden has leased the Hatch Elevator at Battle Lake, Minn.

Wolf & Davis are building a grain and feed warehouse, at Rockland, Wis.

An elevator may be erected, at Rockland, Wis., by the Cereal Mills Company.

The Farmers' Elevator Company, of New Richmond, Wis., has installed a new scale.

The New London Farmers' Elevator Company, of New London, Minn., will purchase a corn sheller.

The Farmers' Elevator at New Prairie (mail Cyrus), Minn., destroyed by fire last October, is being rebuilt.

The Farmers' Elevator Company, of Wegdahl, Minn., has completed a 40,000-bushel concrete addition to its plant.

R. M. Stuntebeck, whose elevator at Bluffton, Minn., was destroyed by fire on October 29, will rebuild the plant.

A. M. Holton has taken over the elevator of the Hoffman-Holton Company, at Renville, Minn., and installed an electric motor to replace gasoline equipment.

A company of farmers is being organized, at Minnesota Lake, Minn., to build an elevator. Ernest Grunske, August Schnoor and others are interested in the proposition.

The Farmers' Co-operative Market Company, recently organized at La Crosse, Wis., to engage in a grain and produce business, has elected Ira M. Chryst, president, and Alexander Rose, secretary and treasurer.

The large new elevator plant of the Pillsbury Flour Mills Company, at Minneapolis, Minn., began unloading grain on November 23. The storage addition adjoins the Pillsbury "A" Elevator and consists of 27 reinforced concrete tanks. With the older house, it has a capacity of 2,500,000 bushels of grain. The

Barnett & Record Company, of Minneapolis, constructed the plant.

The Big Diamond Mills Company, of Minneapolis, Minn., has purchased an elevator, at Elysian, Minn., and it is reported the company will erect a new grain house, at Waterville, Minn.

The Farmers' Elevator Company, of Fairmont, Minn., has torn down its flour house, at Elevator No. 1 and the structure will be reconstructed. The company also expects to build a small warehouse for salt and cement.

The annual meeting of the stockholders of the Farmers' & Merchants' Elevator Company, Montevideo, Minn., was recently held, when a dividend was declared and \$100 was appropriated for the benefit of Belgian sufferers.

The Lyman Grain Company, of Milwaukee, Wis., has leased the elevator at 208 Florida Street, which has been idle for the past seven years, and will operate the house. It has a capacity of 300,000 bushels and was formerly used by the American Malting Company.

The Bay State Milling Company, of Winona, Minn., has awarded a contract to the Barnett & Record Company, of Minneapolis, for the building of a 500,000-bushel reinforced concrete and steel elevator plant. It will consist of eight circular tanks and a work house.

Four storage tanks are being completed for the Tennant & Hoyt Company, of Lake City, Minn., having a capacity of more than 15,000 bushels. Each tank is 18 feet in diameter and 64 feet high and all rest on concrete foundations. The work of construction is to be complete this month.

WESTERN

A 30,000-bushel elevator is in process of construction at Pocatello, Idaho, for the Farmers' Society of Equity.

An elevator may be erected, at Selma, Mont., by the Montana Central Elevator Company, of Great Falls, Mont.

The McCaull-Webster Elevator Company has built an elevator, at Square Butte (R. F. D. from Geraldine), Mont.

The Koehler-Twidale Elevator Company, of Hastings, Neb., has practically completed a new elevator, at Dailey, Colo.

The Burrell Engineering & Construction Company, of Chicago, is building 16 elevators for the Utah Cereal Food Company, Ogden, Utah.

W. H. Kenworthy & Son recently completed a warehouse, at South Tacoma, Wash., practically doubling the firm's storage capacity for grain and hay. The new house is of brick construction and cost about \$6,000.

The Farmers' Elevator Company has been incorporated at Lambert, Mont., by F. W. Stahler, L. H. Crippen and R. S. Nutt. The firm is building an elevator, and George S. Leonard, of Woods, N. D., will have charge of the house.

The Farmers' Elevator Company, recently incorporated at Coffee Creek, Mont., with a capital stock of \$15,000, elected the following officers: Levi Stout, president; M. Hines, vice-president; Ernest Foster, secretary, and John Krumm, treasurer.

THE DAKOTAS

A feed mill will be established in connection with the Smith Elevator, at Logan, N. D.

Three elevators are under course of construction at Van Hook, in Mountrail County, N. D.

The Miller Elevator Company has completed and opened its new elevator at Eden, S. D.

Adam Faris has bought the elevator and business of the Lee Grain Company, at Beach, N. D.

The Burnstad Elevator Company, of Burnstad, N. D., has installed feed grinding equipment.

Frank Gruba has closed his elevator, at Waubay, S. D., and opened a grain house at Grenville, S. D.

A new gasoline engine has been installed in the plant of the Grain Growers' Elevator Company, at Fargo, N. D.

Farmers in the vicinity of Osceola, S. D., have been considering the matter of organizing an elevator company.

O. D. Patterson, manager of the St. Anthony & Lakota Elevator, at Calvin, N. D., has closed the house for the season.

O. P. Shaw has disposed of his elevator, at Ethan, S. D., for an 80-acre farm, near Sioux City, Iowa, where he and his family will remove.

The Atlantic Elevator, at Lidgerwood, N. D., has been torn down and will be removed to Rosslyn, S. D., a new town. The house was built at Lidgerwood in 1887.

The headquarters of the Farmers' Land, Loan & Grain Company, operating elevators in South Dakota and Minnesota, will be removed from Freeman, S. D., to Sioux Falls, S. D. The company is capitalized at \$50,000 and has officers as follows: Jos-

eph J. Waltner, president; E. W. Aisenbry, vice-president; A. J. Waltner, secretary and treasurer, and J. J. Decker, auditor.

The St. Anthony & Dakota Elevator Company has closed its house, at Crary, N. D., for the winter, and the agent, Louis Wold, has been transferred to Beltrami, Minn.

The Bowdie Implement & Grain Company, of Bowdie, S. D., has dissolved partnership, John F. Wagner having retired, while H. C. Baer will continue the business.

The Farmers' Co-operative Elevator Company has been incorporated at Loring, N. D., with a capital stock of \$10,000. The incorporators are Lars H. Bothner, Clarence N. Lee, both of Loring, and John Siverts, of Marshall, N. D.

A recent meeting, at Dunn Center, N. D., for the purpose of organizing an equity elevator company, resulted in consolidation with the Farmers' Co-operative Company of that place.

W. H. Polly and Chas. Schumacher have taken over the Osborn-McMillan Elevator, at Courtenay, N. D., which has been operated for some time by W. M. Holton. In addition to the handling of grain and coal, the company will deal in live stock. Mr. Polly will have active charge of the business.

SOUTHERN AND SOUTHWESTERN

P. S. Harris has built a small elevator at Texhoma, Okla.

A new grain office has been completed, at Tonkawa, Okla., for A. J. Esch.

L. C. McNabb, of Sallisaw, Okla., will erect an elevator and possibly a flour mill.

It is reported that Ernest Ritter plans to build an elevator at Marked Tree, Ark.

The A. P. Morgan Grain Company, of Atlanta, Ga., has completed its new warehouse.

C. M. Knott has severed his connection with E. E. Freeman & Co., grain and feed dealers, at Tampa, Fla.

The Miller-Jackson Grain Company, of Tampa, Fla., recently added a feed milling department to its plant.

A grain elevator will be erected at Victoria Texas, by a firm which will erect a flour and feed mill at that place.

Oscar Robinson has taken over the Farmers' Elevator at Supply, Okla., and Frank Wigle will manage the house.

The Bradley Elevator, at Bradley, Okla., has been taken over by the Moore Grain & Elevator Company, of Oklahoma City, Okla.

It is stated that the Southern Pacific Terminal Company will rebuild the elevator at Galveston, Texas, recently destroyed by fire.

A. G. Smith and E. J. Watson, of Rock Hill, S. C., are interested in a plan to build an elevator of 100,000 bushels' capacity, costing about \$8,000.

Officials of the Galveston Wharf Company, Galveston, Texas, recently issued orders for the operation of elevators "A" and "B" on a 24-hour schedule.

The Rockcastle Milling Company, in which C. T. Riddle is interested, will build an elevator in connection with its new milling plant, at Brodhead, Ky.

J. F. Duggar, director of the experiment station of the Alabama Polytechnic Institute, Auburn, Ala., is in the market for machinery to clip and bleach oats.

The Marlboro Grain & Elevator Company, of Bennettsville, S. C., has been incorporated, and will build an elevator in connection with a milling plant.

An elevator will probably be erected, at Raton, N. M., as the Business Men's Association of that place is working to secure the establishment of a milling plant.

A 20,000-bushel elevator will be erected in connection with the new flour milling plant to be established at Woodward, Okla., by the Woodward Cotton Company.

It is expected that the new elevator at Louisville, Ky., now in process of construction for Henry Fruechtenicht, will be complete for operation about the first of the year.

T. S. Jackson, D. E. McInnis, E. L. Robins and Abner Polk have organized a company, at Hattiesburg, Miss., with a capital stock of \$25,000, which will build an elevator and drier.

A. J. Matthews, of the Yoakum Grain Company, Yoakum, Texas, has sold one-half interest in his business to J. M. Bare, and it will be continued under the name of Matthews & Bare.

A farmers' organization, at Hunter, Okla., known as the Hunter Exchange, has been considering the matter of building an elevator to be operated in connection with its mercantile business.

Roy Sappington is now the sole owner of the business, at Laverne (R. F. D. from Speer Moore), Okla., formerly operated by the Sappington-Larmer Grain Company, Mr. Larmer having retired. The

business will be conducted hereafter under the name of the Sappington Grain Company.

W. H. Moore and others of the Palmetto Brokerage Company, Greenville, S. C., have been negotiating with Northern capitalists relative to the construction of an elevator to cost about \$10,000.

The Gulf, Colorado & Santa Fe Railway, of which F. Merritt is chief engineer, is said to have prepared plans for the erection of an elevator of about 1,000,000 bushels' capacity at Galveston, Texas.

At a recent meeting of the Home Builders' Protective Shipping Association, at Camargo, Okla., it was decided to make an effort to secure the building of an elevator and farmers are buying stock in the proposed organization.

An elevator and roller mill will be erected at Darlington, S. C., by the Darlington Wheat & Corn Roller Mills Company, which has been incorporated with a capital stock of \$5,000. The incorporators are James R. Driggs, W. L. Ward and C. M. Ward.

Articles of incorporation have been filed by the Fouke Grain Company, of Texarkana, Ark. The capital stock is \$25,000 and the incorporators are Milton Winham, president, G. W. Fouke, Allen Winham, H. P. Fouke, W. E. Haydon and R. L. Haydon.

CANADIAN.

It is stated that the Pacific & Great Eastern Railway Company will build an elevator, at Howe Sound, B. C.

A grain elevator and a storage warehouse have been erected in connection with the milling plant of J. & G. Krause, at Bruderheim, Alta.

The government elevator, at Moose Jaw, Sask., will ship 100,000 bushels of wheat to Australia in accordance with a recent government order.

It is reported that the Grand Trunk Railway will rebuild its 1,000,000-bushel elevator, at Point Edward, Ont., destroyed by fire about a year ago.

The Dominion government decided to rebuild the elevator at St. John, N. B., destroyed by fire several months ago. The house will be of concrete and steel construction.

The Canada Grain Company, Toronto, Ont., is said to be contemplating the erection of a flour mill, at Brampton, Ont., where it now operates a grain and feed business.

The contract for the erection of the Canadian Government Elevator at Vancouver, B. C., has been awarded to The Barnett & McQueen Company. The capacity of the house will be 1,250,000 bushels and the contract price is \$690,000.

At the annual meeting of the Saskatchewan Co-operative Elevator Company, Ltd., Regina, Sask., last month, the report showed the net profit for the year ending July 31, 1914, as \$285,181. A cash dividend at the rate of eight per cent on the capital paid up before April 1, 1914, was declared and paid on August 26 out of the surplus. The organization has 14,922 shareholders.

A NORTHERN CORN SHOW

Benson, Minn., and the West Central Minnesota Development Association held a corn and alfalfa show during the last week in November which was one of the largest, so far as number of entries is concerned, ever held in this country. This includes the national corn shows, only one or two of which are said to have exceeded this Minnesota exhibit.

Sixteen counties in the territory were entered and the corn and alfalfa exhibited, for quality and quantity would compare favorably with that from any state. Such a show in a town so far north as Benson is of the greatest significance and speaks volumes for the progress in agricultural development. But a few years ago it would have been considered the height of folly to attempt to raise corn so far north. By careful seed selection, early maturing varieties have been developed which successfully come to maturity before the frost stops further growth.

Great interest was taken in the exhibit, which was held in two great circus tents, by state and university officials, and several notable addresses were made by prominent men.

The wheat harvest of Switzerland yielded 3,350,000 bushels; about the same as last year.

There is a great shortage of hay in Canada and prices are at the top mark due to the European conflict.

Over 655,000 bushels of wheat was shipped from Tacoma, Wash., to foreign countries during the month of October.

The importations of rice into New Zealand amounted to 6,619,648, valued at \$4,728,320. Most of this rice comes via Australia from Java, Rangoon, and Japan. Practically none comes from the United States, as dealers say it is too expensive.

ASSOCIATIONS

THE CONVENTION CALENDAR

December 15 to 17—South Dakota Farmers' Grain Dealers' Association at Aberdeen, S. D.

December 16 to 18—Nebraska Farmers' Co-operative & Live Stock Association at Omaha, Neb.

January 17 to 19—Missouri Grain Dealers' Association at St. Louis, Mo.

January 21 and 22—Council of Grain Exchanges at the Board of Trade Building, Chicago.

January 27 and 28—Indiana Grain Dealers' Association at the Board of Trade, Indianapolis, Ind.

February 9 to 11—Iowa Farmers' Grain Dealers' Association at Mason City, Iowa.

February 16 to 18—Illinois Farmers' Grain Dealers' Association at Bloomington, Ill.

March 2 and 3—Farmers' Grain Dealers' Association of Kansas.

May 11—Illinois Grain Dealers' Association at Champaign, Ill.

NORTHWESTERN OHIO GRAIN MEN MEET

Forty dealers, shippers and producers of grain and hay attended the meeting of the Northwestern Ohio Grain Dealers' Association in the Boody House, Toledo, Ohio, November 24. The meeting was one of the most successful ever held by that body despite the fact that the attendance was considerably smaller than in past years. Dr. J. W. T. Duvel of the Department of Agriculture was the principal speaker.

In the absence of President E. G. Odenweller of Ottoville, Ohio, S. R. Rice of Metamora, presided. Secretary McCord of the Ohio State Association was called on and he outlined the purpose of Dr. Duvel's campaigns throughout the states and the value of the new corn grades. Acting Secretary McCord then introduced Dr. Duvel. Dr. Duvel first called attention to the different charts which he had posted in a conspicuous place before the gathering. He said:

I am here to enlighten you on the corn grades proposition and I want to make everything as clear as possible. Do not hesitate to interrupt and ask questions when I strike a point that is of particular interest to you or one with which you are not familiar.

The grain dealer should get in closer touch with the farmer so as to explain the working force of the new grades to him without causing the farmer to think he is being robbed.

Instead of four grades as heretofore we now have six, and these are causing some little confusion. The most important factor is moisture, but we have less of that in Ohio this year than in the past. We find that each year the new corn will run about the same in moisture content.

The attitude of the farmer when he was to be told his corn must be graded in the future worried the grain dealers. You will find that the farmer is just as anxious to get more money for his good corn as you are to get more money for that corn from the terminal market. To improve the quality of our corn we must first of all refuse to send corn which is high in moisture and likely to heat or rot. The farmer should not deliver corn of that kind, the grain elevator man should not ship it, and the terminal market man can not accept it. He has no market for it.

The charts show that the new corn dries very slowly in November, December, January and February. In March it loses as much as 2 per cent and in April and May its total content is as low as 14½ per cent. This is the average and is dry enough for No. 1 corn.

While it is sufficiently dry for that grade there are many other factors which might prevent it from grading that high. It may have a lot of damaged ears or may be very dirty. If the lot has some bad ears the farmer should throw these out, keeping them on the farm for feed. Of course I do not recommend feeding damaged corn anywhere, but if it is to be used as feed it might be used to better advantage right on the farm where it originates. In case of dirt it should be cleaned carefully when shelled.

If corn contains damaged ears these must be removed before the grain is shelled, as it cannot be done later. The time to pick out these damaged ears is when the farmer delivers them. Look over his load carefully and toss back into his wagon all bad ears. If he objects, explain that the ears you do keep will net him a better figure than if they had the mixture of bad ears to bring down the grade.

As it is now the man who markets poor corn gets more than it is worth and the man who markets good corn gets less than its value. It is the duty of the elevator man to make this plain to the growers, and when they understand the situation they will co-operate with him. Pay a premium to the man who delivers good corn and discount poor corn, and note the difference in the quality hauled to your elevator. If this premium is only 2 cents per bushel it will help to make your point clear to the farmer.

Our department has found that in actual feed value there is a difference of 10½ cents in grades No. 1 and grades No. 6. This does not mean that the difference in price of those two grades at your elevator should be 10½ cents, as it may be more, or probably less, according to the tests, but that is the average difference when it comes to actual feed value.

I have noticed a great deal of bitter feeling among the grain dealers in general. Many of you trust neither the farmer or your competitors. You are afraid the other man will get the business if you refuse a poor load of grain. I would advise that when you return you hunt up your neighbors and show them one of our department circulars, explaining the advantages of sticking to grades. It is not necessary to mention prices and

there need be nothing about the meeting to make it savor of a combination.

It is a good idea for the dealers to get twenty-five or thirty farmers in some one community to work along progressive lines. When the farmers in other sections hear of the success of these they would all adopt the same system. We must also eliminate so far as possible the late maturing corn. The yield is large but it is all water. It is frequently sent to market in a frozen condition, and being frozen will give the elevator man the impression of dry corn, but when shipped it may thaw out in the car with the result that it softens sometimes before reaching its destination.

We must also try to raise a correspondingly greater amount of early maturing corn; cultivate more medium sized and early maturing ears.

We can do little by ourselves; acquaint the farmer with the facts and conditions and what can be accomplished to mutual advantage if this system is put into use and followed. If the farmer can be convinced that he will benefit by the proposed methods you will find him interested.

A discussion followed Dr. Duvel's talk as to the penalty for not complying with a specified grade. Dr. Duvel said: "I know many grain elevator men think the Government will send them to jail if their grain arrives at terminal points off grade. This is not so. It should be remembered that the govern-



SECRETARY H. P. McDONALD
Greenville.

ment is adopting or recommending these grades to help you and not to cause you trouble. For instance, if a man at a small Ohio station ships a car of corn to a terminal market in this or another state, which is supposed to be No. 3 corn but found to be only No. 4 or 5, the government will not inflict any penalty. Even should the Moss Bill become a law no penalty would be imposed unless it could be proved there was intent to deceive. But the law is not in effect, and the food and drugs act really does not apply. Therefore it is a question purely confined to the receiver and the shipper, and the only way the government could have anything to do with the matter would be in case it was asked to determine the grade of the grain. But it would absolutely not specify that either a fine or a term in jail be levied on the shipper."

E. L. Southworth, of Toledo, suggested the posting of charts such as have been sent out at different times from his office to the country elevators. Mr. Southworth said: "Post these charts in a conspicuous place—a place where the farmers won't have to look over their glasses to see. Let the farmer see just what is coming to him and convince him that he is not being robbed. You couldn't rob a farmer and they know it, and yet they are always on pins and needles. I have a few of those charts in my office now and anybody can have one for the asking."

The meeting adjourned about 4 o'clock. The next meeting of the Association will be held at Lima at the call of Secretary McDonald. The attendance follows:

ATTENDANCE

C. O. Garver, Charles O. Peters, Columbus; T. J. Maurer, Buffalo, N. Y.; John Wickenhiser, Toledo; F. P. Cain, with E. I. Bailey, Fred Abel, of Abel Bros., Cleveland; Chas. Trumbo, Grand Ledge, Mich.; T. W. London, Liberty Center; F. W. Toan, Bowling Green; H. M. Strauss, Cleveland; F. H. Mylander, Oak Harbor; H. G. Dehring, Curtice; W. H. Lambert, Delta; W. C. Burk-

hart, N. C. Miller, Curtice; Chas. A. Lang, Delphos; L. H. Trepanier, Dunbridge; F. E. Watkins, Cleveland; J. W. T. Duvel, Washington, D. C.; J. W. McCord, Columbus; J. L. Doering, Antwerp; E. L. Southworth, Toledo; J. G. Brakenna, Melrose; Geo. H. Dawson, Bryan; J. N. Yager, West Unity; Eli Short, Elmira; J. R. Clendenian, Lyons; S. L. Rice, Metamora; H. P. McDonald, Greenville; A. B. Grammer, Deshler; Fred Mayer, K. D. Keilholtz, Toledo; P. R. Markley, Philadelphia, Pa.; J. W. Young, with Young Grain Company, Toledo; John Monroe, Archbold; B. F. Durbin, "American Grain Trade," Chicago; W. F. Dolby, Delphos; E. S. Pugh, Hicksville; D. R. Risser, Vaughnsville; Joseph Ringlein, Leipsic, Ohio.

NEW MEMBERS OF HAY ASSOCIATION

The National Hay Association has added 36 new members since the last report. The names are contained in the following list:

Ryan & Froelich, O'Neill, Neb.; Isaiah J. Moyer, Souderton, Pa.; H. H. Watson, Long View, Tex.; D. J. Pugh, Convey, O.; Indiana Elevator Co., Indianapolis; Hibbing Produce Co., Hibbing, Minn.; Guy Carleton, Merriam Park, Minn.; Leroy Colbert, Chetek, Wis.; Engebretson Bros., New Auburn, Wis.; H. Werner & Sons, Bloomer, Wis.; Merchants' Warehouse Co., Hibbing, Minn.; McCabe Bros. Co., Duluth, Minn.; Hubbard & Co., Minneapolis, Minn.; Cass City Grain Co., Cass City, Mich.; P. McCormick, Green Bay, Wis.; The Oak Harbor Co-operative Co., Oak Harbor, O.; The B. F. Evans Co., Fairmont, W. Va.; Anderson & Co., Boston; Rogers & Whipple, Jacksonville, Fla.; Emmet Hay Co., Emmet, Neb.; City Hay & Feed Co., Nashville, Tenn.; Keller & Gebby, Bellefontaine, O.; J. A. DeShazor, Blackstone, Va.; Pecos Alfalfa Growers, H. B. Link, secretary, Pecos, Tex.; D. W. Osborn, Oshkosh, Wis.; A. J. Amundson, New Auburn, Wis.; O. F. Stelter & Co., Bloomer, Wis.; Bloomer Produce Co., Bloomer, Wis.; Chisholm Produce Co., Chisholm, Minn.; York Bros. Co., Superior, Wis.; Curtis Commission Co., Kansas City; Beckman & Johnson, Savannah; E. H. Rishel Co., Philadelphia; W. H. Clark, New York; E. G. Montgomery, Ithaca, N. Y.; Thos. J. Talley's Sons, Philadelphia.

ILLINOIS ASSOCIATION TO GO TO CHAMPAIGN

All of the directors and officers of the Illinois Grain Dealers' Association were present at the meeting held at the La Salle Hotel in Chicago on December 4, with the exception of Vice-president J. B. Stone of Mattoon, and Treasurer C. C. Miles of Peoria. President Dewein called the meeting to order as early as possible.

A number of subjects of interest were discussed among which was a new rule for discipline proposed by the National Association. This was referred to a committee composed of E. M. Wayne, C. H. Wade and H. A. Hillmer. A conference on switching charges by the railroads was reported by the secretary, and Mr. Wayne and Mr. Strong were appointed to attend the meeting on December 8. Miss Rundle of the Crop Improvement Committee showed an interesting new chart, prepared for district meetings and urged co-operation, which was promised.

The most important action taken by the directors was in the choice of Champaign as the place of the next annual meeting of the Association, on the second Tuesday in May, next. Mr. Fossett of that city gave the invitation in person and promised much of interest and entertainment.

The Legislative Committee was instructed to prepare a bill for the state legislature, putting the storage charges of all elevators under the jurisdiction of the Public Utilities Commission, and making those charges uniform throughout the state.

Several other matters of interest were discussed but the subjects were not in condition to be settled with any finality. The meeting adjourned shortly after noon.

MISSOURI ASSOCIATION GAINING MEMBERS

Through the efforts of Secretary T. A. Bryant, the Missouri Grain Dealers' Association is rapidly coming to the front. Work has recently started on the Grain Dealers' Directory, the first thing of the kind undertaken by a state organization west of the Mississippi, and according to latest reports this directory will be out soon. Thirty-four new members have been added to the Association. They are as follows: Bernet-Craft Kaufman Milling Company, St. Louis, Mo.; Eisenmayer Milling Company, Springfield, Mo.; John F. Meyers Milling Company, Springfield, Mo.; Farmington Milling Company, Farmington, Mo.; Smith-Vincent Commission Company, St. Louis, Mo.; Newton Grain Company, Springfield, Mo.; Farmers' Equity Association, Rockville, Mo.; Monroe & Fulkerson, Waubeleau, Mo.; T. L. Jarman Grain Company, Bolivar, Mo.; John Struttman, Rhineland, Mo.; Christian Brothers Grain Company, Rockport, Mo.; F. Killingsworth, Walnut Grove, Mo.; R. S. Phelps & Son, Chloe, Mo.; H. W. Woerlman (Exchange Roller Mills), Seneca, Mo.; W. E. Rogers Grain Co., Seneca, Mo.; Western Millers' Assn., Kansas City, Mo.; J. E. Wilson, Elwood, Mo.; Wiley & Bennett, Elwood, Mo.; A. L. Finley, Tipton, Mo.; Betheny Mill & Elevator Co., Betheny, Mo.; G. F. Johnson Elevator Co., Harris, Mo.; Cavers-Sturtevant Grain Co., Omaha, Neb.; Updike Grain Co., Omaha, Neb.; Trans-Mississippi Grain Co., Omaha, Neb.; Crowell Elevator Co., Omaha, Neb.; Merriam-Millard Co., Omaha, Neb.; Lamson Bros. & Co., Chicago, Ill.; H. A. Rumsey & Co., Chicago, Ill.; J. Rosenbaum Grain Co., Chicago, Ill.; W. P. Anderson & Co., Chicago, Ill.; E. S. Woodworth & Co., Minneapolis, Minn.; W. A. Long Com-

mission Co., Quincy, Ill.; Lawrenceburg Roller Mills, Lawrenceburg, Ind.; W. N. Sage, Keokuk, Iowa.

TEXAS ASSOCIATION BOARD MEETS

Bert K. Smith of Smith Brothers Grain Company, was elected chairman of the arbitration board of the Texas Grain Dealers' Association at the first meeting of the board in Fort Worth November 24. The meeting was held in the offices of Secretary Dorsey. Eleven cases for arbitration were presented with all data compiled. The majority of these cases have arisen out of shipments of grain delivered to customers by elevators in which the customers claimed that the grain had not come up to contract specification.

CLAIM BUREAU OF THE ILLINOIS ASSOCIATION

Members of the Illinois Grain Dealers' Association are urged, in the monthly letter sent out by the secretary, to file their claims through the Association Bureau. Mention is given the fact that the Iowa, Kansas, Missouri and Texas Associations, also have Claim Bureaus, and that with their assistance, it is hoped to have the carriers recede from their present stand upon the question of the "Good Order Car," and accept their legal liability, instead of refusing to pay for losses.

The work of the Scale Department is practically at a close. The inspectors have been over all the districts. If any member wishes to have scales tested, however, a request to the secretary's office will receive immediate attention.

ADVICE ON FIRE PREVENTION APPARATUS

What good is an expensive or an inexpensive installation of fire fighting apparatus if during the cold winter months and low temperatures the water pipes, sprinklers, chemical extinguishers, or fire buckets are frozen? Cold weather and high winds are associated, as are also increased dangers of fire with high winds, therefore it is highly necessary that fire fighting equipment be kept in first class trim, unfrozen and well superintended during the colder months. With this view in mind an insurance association recently issued the following advice:

1. Examine tanks and all pipes, fittings and valves, whether for steam heating, general water service, or fire protection. See that none are frozen or have been frozen, and that they are all in operative condition, and where there is any liability of freezing, arrange the necessary protection.
2. Examine carefully and provide suitable boxing around any pipe lines which may be in an exposed location (either between ground and first floor, between buildings, or near windows, doors, etc.). Make frequent tests during the winter of such sprinkler systems in order to make sure the piping is not frozen.
3. See that all valves are open that should be open, and try water outlets to ascertain if all pipes are free and ready for service.
4. See that extra sprinklers are on hand in case of need to replace frozen or melted heads.
5. Be sure that your engineer is fully posted as to the purpose and intention of every valve and pipe.
6. Try your pumps and see that they are in proper working order.
7. Test all of the hydrants and indicator posts, and see that they drain properly.
8. Instruct the night watchman thoroughly in the use of all fire apparatus and the operation of all valves.

Recently, in Chicago, because of an uninformed night watchman, a \$10,000 fire occurred in a broom factory. The fire, which had not gained any headway, set the automatic sprinklers into operation, which would have settled all the trouble without very much damage, but the watchman, seeing water spraying on the stock and unacquainted with the object of the sprinklers, quickly rushed to the basement and turned off the water supply, then, discovering the fire, called the fire department on the telephone and also the plumber; the latter was, however, not needed after an expensive object lesson to the broom concern and watchman.

9. Examine the end of suction pipe to see that leaves or other refuse matter have not clogged up the holes in the strainer. The capacity of the pump may be greatly reduced by this means.
10. This occasion is taken to call your attention to the liability of freezing of water in casks and pails in cold buildings, and suggest that you take measures of prevention, at the same time avoiding danger of water damage.
11. Chemical extinguishers should be emptied and recharged to insure their being in perfect working order.
12. A thorough examination should be made of the entire heating system before putting it into service. All heating pipes should be carefully brushed down, and where the piping is located along walls, any rubbish or litter which may have accumulated should be removed and pipes kept free from dangerous contact with walls and partitions.

It is claimed by the Great Northern officials, that over 11,000,000 bushels of grain have been moved over the Dakota division since August 1.

In Switzerland there is a great shortage of food-stuffs, particularly wheat and grain. The supply from Russia and the Baltic States to Switzerland is completely shut off. The Swiss Federal Government is now importing American grain via Bordeaux, through the Oberkriegscommissariat in Berne.

TRANSPORTATION

The grain embargo against Galveston, Texas, was raised by the railroads on November 30.

The Interstate Commerce Commission has suspended the changes in minimum weights on grain and grain screenings in official classification territory, formerly published to become effective December 16.

The Charleston Chamber of Commerce, Charleston, S. C., through its president, B. F. McLeod, has started a movement to secure a reduction in grain rates from South Carolina points to Charleston and other Atlantic ports.

The Interstate Commerce Commission has suspended until March 31 proposed increases in rates on grain and grain products from Chicago and other markets to Eastern points, which were to have been effective December 1.

J. S. Brown, transportation manager of the Chicago Board of Trade, advises that the Interstate Commerce Commission has suspended the proposed increases in rates on grain and grain products which were published to become effective December 1, 1914, from Western points to Chicago and other markets.

As to changes in the small car order rule, the Illinois Central and the Chicago & Eastern Illinois Railroads, effective January 1, have amended their rule to provide that where the car furnished is loaded in excess of the maximum loading capacity of the car ordered, the minimum weight applying in connection with the cars of capacity next greater than that of the car ordered will be used. The rule applies also to cars of 70,000 pounds marked capacity and is now in effect via the following roads: Chicago & Eastern Illinois (January 1), Chicago & Northwestern, Chicago, Burlington & Quincy, Chicago Great Western, Chicago, Milwaukee & St. Paul, Chicago, Rock Island & Pacific, Chicago, St. Paul, Minneapolis & Omaha and Illinois Central (January

1). The following roads provide protection of actual weight, even though the car furnished might be loaded in excess of 110 per cent of the marked capacity of the car ordered: Atchison, Topeka & Santa Fe, Chicago & Alton and Wabash.

GRAIN WASTE IN TEXAS

Editor American Grain Trade:—On November 24 I saw a leaking grain car answering to the following description:

Railroad, Fort Worth and Denver City; Station, Rhome, Texas; Car initials, C. & S.; No., 13237; Position of leak, end and sides, siding was loose, rails coming out.

Yours truly,

J. L. STONE.

MONTANA RATES UPHELD

Practically all railroads in Montana are made defendants in a complaint brought by the Board of Railroad Commissioners of that state. The complainant assails the rates on grain from all points in Montana to Minneapolis and Seattle as unreasonable and that shippers under depressed market conditions are unable to market their products with profit under existing rates.

The case was dismissed by the Interstate Commerce Commission, who found that the complaint was unreasonable. Comparisons of the rates assailed with those in other states do not show that the Montana rates are unreasonable. The few increases which have been made since 1910 are confined to certain rates on flaxseed, which was raised in August, 1913, for the purpose of making the rate on flaxseed uniformly 2 cents higher than the wheat rate. Except for these increases the burden of proof was put upon the complainant to show that the rates attached were unjust and unreasonable. This they failed to do.

CHANGES IN RATES

These changes in rates affecting grain and grain products are furnished to the "American Grain Trade" by the General Traffic Association, Inc., 715 Fourteenth Street, N. W., Washington, D. C. If any of our readers feel that the present rates or those which are about to become effective are unjust, excessive or discriminatory, this company has agreed to take care of such matters before the Interstate Commerce Commission, at only a nominal cost.

Since our last issue the following new tariffs have been filed with the Interstate Commerce Commission naming rates on grain and grain products, with the I. C. C. numbers, effective dates and rates in cents per 100 pounds. (A) means advance and (R) means reduction.

Kansas City Southern

Supplement 1 to I. C. C. No. 3350, December 1. To Algiers, La., Galveston, Texas, Gretna, La., New Orleans, Port Chalmette, Westwego, La. (when for export), from Kansas City, Mo.-Kan., Leavenworth, Atchison, Kan., St. Joseph, Mo., Independence, Joplin, Neosho, Mo., Pittsburg, Kan., and other points (originating beyond), wheat and articles taking same rates, 20½ cents; corn and articles taking same rates, 19½ cents; from Council Bluffs, Iowa, Nebraska City, Omaha and South Omaha, Neb. (originating beyond), wheat and articles taking same rates, 21½ cents; corn and articles taking same rates, 20½ cents (A).

Chicago, St. Paul, Minneapolis & Omaha

Supplement 25 to I. C. C. No. 3782, December 1. Between Sioux City, Iowa, and Makato, Minneopa, Cray, Lake Crystal, Madelia, Grogan, Minn., wheat, 11.5 cents; coarse grain, 10.5 cents; St. James, Butterfield, Minn., wheat, 11 cents; corn, 10 cents; Delft, Jeffers, Storden, Eastbrook, Minn., wheat, 12 cents; coarse grain, 9.5 cents; Lime Creek, Avoca, Slayton, Hadley, Lake Wilson, Woodstock, Minn., wheat, 12 cents; coarse grain, 9.5 cents; Valley Springs, Brandon, Sioux Falls, S. D., wheat, 9.5 cents; coarse grain, 9 cents; Ellis, S. D., wheat, 10.5 cents; coarse grain, 9.5 cents, and numerous other rates.

Illinois Central

I. C. C. No. J5209, December 1. To New Orleans, La., and Mobile, Ala. (for export), from Cedar Falls, Cedar Rapids, Council Bluffs, Fort Dodge, Leeds, Le Mars, Iowa, Omaha, Neb., Sioux City, Iowa, South Omaha, Neb., and Waterloo, Iowa, wheat flour and

articles taking same rates, 21.5 cents; oat meal, 20.5 cents (A).

I. C. C. No. J5210, December 1. From St. Louis, Mo., and East St. Louis, Ill., to shipside, Florida, when destined to or through Havana, Cuba, corn, 21½ cents; oats, 21½ cents; wheat, 22½ cents (A); to New Orleans, La. (for export), corn, rye, barley and oats, 11½ cents; wheat, 12½ cents (A).

Michigan Central

I. C. C. No. 4687, December 1. Starch (originating at points west of the west bank of the Mississippi River, from which no through rates are in effect), from Chicago, Chicago Heights, Ill., Gibson Yard, Hammond, Hartsdale, Ind., Joliet, Kensington, Mattoon, Steele, Ill., and Mackinaw City, Mich., to Baltimore, Md., 13 cents; New York, N. Y., 16 cents, and Philadelphia, Pa., 14 cents (for export).

Missouri & North Arkansas

Supplement 4 to I. C. C. No. 244, December 1. Corn, 16 cents; flax seed, 19 cents; hemp seed, 22 cents; linseed meal, 16 cents, and wheat, 19 cents (A); proportional rates from Joplin and Neosho, Mo., to Little Rock, Pine Bluff, Ark., and rate points (also applies on articles taking same rates).

Missouri Kansas & Texas

I. C. C. No. A4018, December 1. Wheat, 18 cents; corn, 16 cents (A); from Council Bluffs, Iowa, Nebraska City, Omaha and South Omaha, Neb., to Fort Smith, Ark.

I. C. C. No. A4020, December 1. Flour from Kansas City, Mo. (originating beyond), to Mt. Vernon, Ill., 16 cents (A).

I. C. C. No. A4017, December 1. Flour from Clinton, Mo., to Cairo, Ill., and Evansville, Ind., destined Cairo and southeastern territory, 11 cents (A).

Wabash

I. C. C. No. 3892, December 1. Grain from Council Bluffs, Iowa, Kansas City, Mo., Omaha, Neb., and South Omaha, Neb., to New Albany, Ind., when destined to points in Southeastern and Carolina territories, wheat, 14 cents; barley, corn, rye and oats, 13 cents (A).

Agent for Western Trunk Line Committee

I. C. C. No. A568, December 1. Grain products for export from La Crosse, Wis., Minneapolis, Minnesota Transfer, Red Wing, St. Paul, Stillwater and

Winona, Minn., to Baltimore, Md., 18½ cents; Boston, Mass., 21½ cents; Montreal, Que., 19½ cents; New York, N. Y., 21½ cents; Philadelphia, Pa., 19½ cents; Portland, Maine, 21½ cents; Providence, R. I., 21½ cents; Quebec, Que., 19½ cents (A).

Supplement 32 to I. C. C. No. A332, December 1. Grain for export, carloads viz: Barley, corn, oats and rye from Ancona, Benson, Caton, Dana, La Rose, Leeds, Long Point, Minonk, Moon, Roanoke, Streator and Toluca, Ill., to Gretna, New Orleans, Port Chalmette, La., 18½ cents; from Cooper, Crabdall, Eureka, Groveland, Morton and Washington, Ill., to Gretna, New Orleans, Port Chalmette, La., 17½ cents.

Chicago, Rock Island & Pacific

Supplement 3 to I. C. C. No. C9685, December 1. Corn, rye, oats, barley and malt from Council Bluffs, Iowa, Omaha and South Omaha, Neb., to Atchison, Leavenworth, Kan., Kansas City, and St. Joseph, Mo., 6½ cents (A).

I. C. C. No. C9766, December 16. Oat meal and rolled oats, less than carloads, from Cedar Rapids and Muscatine, Iowa, to Winona, Minn., and La Crosse, Wis., 25 cents.

I. C. C. No. C9770, December 16. Flour from Rock Island, Ill., to East Peoria, Bloomington, Hoopston, Brokaw and other Illinois points, 10½ cents.

I. C. C. No. C9767, December 31. Starch, less than carloads, from Cedar Rapids, Iowa, to Green Top, Julesburg, Kirksville, Queen City, Sublette, 31.3 cents; La Plata and Millard, Mo., 31.3 cents.

Chicago & Northwestern

I. C. C. No. 7623, December 1. Flour from Mankato, Minn., to Level Siding, S. D., 12 cents.

I. C. C. No. 7617, December 1. Malt from Winona, Minn., and La Crosse, Wis., to Sioux City, Iowa, 11.5 cents (R).

I. C. C. No. 7630, December 10. Barley from Wattertown and Clyman, Wis., to Cincinnati, Ohio, 13.9 cents; to Louisville, Ky., 14.9 cents (A).

I. C. C. No. 7635, December 18. Grain screenings from Manitowoc, Wis., to Rondout, Ill., 9.5 cents (R).

I. C. C. No. 7637, December 26. Pearl barley, buckwheat flour, prepared flour, rye flour, wheat flour, rolled rye and all uncooked grain or cereal, products manufactured from barley, rye or wheat, 18.4 cents; bran, linseed cake, oat clips, elevator dust, chopped feed, other than wheat chops, rolled oats and other commodities, 17 cents; from Council Bluffs, Iowa, Omaha, South Omaha, Neb. (when originating beyond), to Attica, Ind., Cincinnati, Hamilton, Ohio, Indianapolis, Jeffersonville, Lafayette, Logansport, Ind., Louisville, Ky., Monon, New Albany, Oxford, Rennselaer and Rushville, Ind., 17 cents (R).

Chicago & Illinois Midland

Supplement 6 to I. C. C. No. B43, December 1. Grain from Auburn, Beechley, Kincaid, Pawnee, Pawnee Junction, Sicily, Taylorville and Vollenline, Ill., to Baltimore, Md., Norfolk, Va., Newport News, Va., 19.5 cents; Boston, Mass., 21 cents; New York, N. Y., 21 cents; Philadelphia, Pa., 20 cents; grain products from above points to Baltimore, Md., Newport News, Va., Norfolk, Va., 20 cents; Boston, Mass., New York, N. Y., 23 cents, and Philadelphia, Pa., 21 cents; flour from above points to Baltimore, Md., Newport News, Va., Norfolk, Va., 20 cents; Boston, Mass., New York, N. Y., 22 cents, and Philadelphia, Pa., 21 cents.

I. C. C. No. B62, December 14. Barley, buckwheat, corn, Kafir corn, oats, rye and wheat from Auburn, Beechley, Pawnee Junction, Pawnee, Sicily, Kincaid, Callaway, Vollenline, Ill., to Lawrenceburg, Seymour, Aurora, Jeffersonville, New Albany, Ind., Cincinnati, Ohio, Louisville, Ky., 9.5 cents; Chillicothe, Ohio, and Columbus, Ohio, 11 cents.

Great Northern

Supplement 23 to I. C. C. No. A3447, December 3. Flour and other grain products from Sioux Falls, S. D., to Davenport, Iowa, Rock Island and Moline, Ill., 16 cents (R); flour from Winchester and Beardstown, Ill., to Sioux Falls, S. D., 21 cents (A); from Fountain City, Wis., to Sioux Falls, S. D., 18 cents;

from Sioux City, Iowa, to Bloomington, Ill., 22 cents (A).

Supplement 5 to I. C. C. No. A3893, December 24. Corn to Westfort, Ohio, from Eastern Terminals, 20 cents; from Sioux City, Iowa, Sioux Falls, S. D., and Yankton, S. D., 26½ cents.

Fulton, Agent for Chicago & Ohio River Committee

Supplement 10 to I. C. C. No. A51, December 3. Starch to Bristol, Va.-Tenn., from Chicago, Argo and Waukegan, Ill., 19½ cents; from Indianapolis, Ind., 18½ cents; grain products from Chicago, Ill., Milwaukee, Wis., and rate points to Bristol, Va.-Tenn., 18.7 cents (applies as reshipping rate from Joliet, Ill., and points in Chicago switching district).

I. C. C. No. 2115, December 5. Grain, ex-lake, from Detroit, Mich., to Portland, Maine (applicable only on traffic consigned through to British and foreign countries), wheat, 6 cents; flax, 6 cents; rye, 5.75 cents; corn and barley, 5.25 cents; oats, 4 cents (A) per bushel.

Grand Trunk

I. C. C. No. 2116, December 5. Grain, ex-lake, from Collingwood, Depot Harbor, Goderich, Kingston, Midland, Port Colborne and Tiffin, Ont., Detroit and Port Huron, Mich., to Boston, Mass. (applicable only on traffic consigned through to British and foreign countries), wheat, 6 cents; flax, 6 cents; rye, 5.75 cents; corn, 5.25 cents; barley, 5.25 cents; oats, 4 cents per bushel (A).

Chicago, Milwaukee & St. Paul

Supplement 144 to I. C. C. No. A9945, December 10. Grain from St. Paul, Minneapolis, Minnesota Transfer, Red Wing, Minn., to Dubuque, Julien, Peosta, Epworth, Farley, Dyersville, Earlville, Delaware, Manchester, Masonville, Winthrop, Doris, Independence, Jesup, Raymond, Waterloo, Iowa, Golden, Janesville, Charles City, Iowa, and rate points, 13.5 cents; oil cake and oil cake meal from and to same point, 12.5 cents.

Supplement 144 to I. C. C. No. A9945, December 10. Grain products from St. Paul, Minneapolis, Minnesota Transfer and Red Wing, Minn., to Macy, Iowa Falls, Alden, Reinecker, Webster City, Iowa, 13.5 cents; Gypsum, Iowa, 13.5 cents.

Supplement 1 to I. C. C. No. B2968, December 15. Flour from Marmarth and Berger, N. D., to Seattle, Spokane, Tacoma, Wash., and Coeur d'Alene, Idaho, 49 cents (R).

Chicago, Burlington & Quincy

Supplement 4 to I. C. C. No. 10514, December 15. Flour and millstuffs from St. Paul, Minneapolis, Minnesota Transfer, Winona, Minn., and La Crosse, Wis., to New London, Ralls Junction, Owendale, Briggs, Center, Orrwood, Perry, Jones, Frankford, Peno, McCune, Bowling Green, Cyrene, Edgewood, Eolia, Whiteside, Silex, Briscoe, Davis, Famous, Troy, Moscow, Owens, Enon, Gilmore, Mo., 17 cents (A).

Minneapolis, St. Paul & Sault Ste. Marie

Supplement 23 to I. C. C. No. 3168, December 15. Malt from Manitowoc, Wis., to Elgin, Ill., 10 cents; from Burlington, Wis., to Rockford, Ill., 7 cents (A); from Lomira, Wis., to Wausaw, Wis., 14½ cents.

I. C. C. No. 3576, December 16. From Oakes, N. D., to Cedar Rapids, Iowa, wheat products, 22 cents; products of corn, barley, oats or rye, 21 cents (A); to Manistique, Mich. (destined Central Freight Association points), wheat products, 21 cents; products of corn, barley, oats or rye, 21 cents; to Chicago, Ill., Milwaukee, Manitowoc, Beloit, Janesville, Madison, Wis., Freeport, Peoria, Rockford, also to Mackinaw City, Mich., Coster and East Joliet, Ill. (when destined beyond), wheat products, 22 cents; products of corn, barley, oats and rye, 22 cents.

I. C. C. No. 3582, December 26. Flaxseed from Minneapolis, St. Paul, Minnesota Transfer, Duluth, Minn., and Superior, Wis. (originating beyond), to Allegheny, Pa., 23.6 cents; Aurora, Ind., Brookport, Ill., 19.4 cents; Buffalo, N. Y., 23.6 cents; Cairo, Ill., Cincinnati, Ohio, 19.4 cents; Detroit, Mich., 18.9 cents; Jeffersonville, Ind., 19.4 cents; wheat, buck-

wheat from same points to Allegheny, Pa., 21.5 cents; Aurora, Ind., 18.4 cents; Lima, Ohio, 17.3 cents; Indianapolis, Ind., 17.3 cents; Lawrenceburg, Ind., 18.4 cents; Buffalo, N. Y., 21.5 cents.

Wm. Cameron, Agent for Atchison, Topeka & Santa Fe, Chicago & Alton, Chicago & Eastern Illinois, Etc.

Supplement 14 to I. C. C. No. D70, December 16. Starch to Alma, Mich., from St. Louis, Monad, East St. Louis, Ill., 11½ cents; from Cairo and Thebes, Ill., 12½ cents; Alpena, Mich., from St. Louis, Mo., and East St. Louis, Ill., 19 cents; Cairo and Thebes, Ill., 20 cents; to Bay City, Mich., from St. Louis, Mo., and East St. Louis, Ill., 11½ cents; from Cairo and Thebes, Ill., 12½ cents; to Cleveland, Ohio, from St. Louis, Mo., and East St. Louis, Ill., 12½ cents; from Cairo and Thebes, Ill., 13½ cents.

Oregon-Washington Railroad & Navigation Company

I. C. C. No. 319, December 12. Flour from Canemah and Albany, Ore., and points between to Victoria, B. C., 30 cents.

Errie

I. C. C. No. 11737, December 16. From ex-lake east of Buffalo, N. Y., to New York, N. Y., barley, 5¼ cents; corn, 5¼ cents; flaxseed, 5½ cents; oats, 4 cents; rye, 6 cents; wheat, 6½ cents per bushel.

Atchison, Topeka & Santa Fe

Supplement 20 to I. C. C. No. 6240, December 22. Between Chicago, Ill., and Kansas City, St. Joseph and St. Joseph Stock Yards, Mo., wheat, 15¼ cents; corn, 14¼ cents, and linseed meal, 14¼ cents (A).

NEW CORN FOR MONTANA

The limits of the Corn Belt have been gradually extended toward the North until, at the present time, a territory is included which, a few years ago, was considered hopeless for corn raising. This result has been attained through careful selecting and cross breeding of varieties, of which an excellent example has just been perfected by a Montana grower who has produced a corn which will mature in the short northern season and produces a fine grain and luxuriant crop.

J. E. Thormond of the southeastern part of the state has been experimenting for the last three years with corn varieties. In the first year he crossed white flint and Minnesota No. 13 yellow dent corn by planting the varieties side by side, cutting the tassels from the white flint and allowing the yellow corn to fertilize the entire crop.

The second year he used the corn produced from the first cross and planted it with white flint. The result was a corn almost golden in color and with ears almost twice the size of the parent ear, besides being a prolific producer. He exhibited three stalks in Billings which showed 17 fully developed ears on each.

With crops averaging 75 bushels to the acre, which was the amount Mr. Thormond obtained this year, of a grain of fine size and color, corn promises to become one of the most important crops of Montana as it has of Minnesota and Dakota. When we consider that only a few years ago Iowa was considered the very limit of the corn range, the possibilities of the future for corn production in the northern states and Canada loom large on the imagination, and are engrossing the attention of the foremost agricultural experts of the country.

MINNESOTA LEADS IN RYE YIELD

Minnesota ranks third in the United States in the number of acres devoted to the rye crop, says A. C. Army, assistant agronomist, Department of Agriculture, University of Minnesota. Wisconsin raised 425,000 acres, Michigan 375,000, and Minnesota 300,000 acres. Minnesota ranks first in average yield per acre with 18 bushels, Wisconsin 17.5 bushels, and Michigan 14.3 bushels.

Minnesota No. 2 rye, a selection from a Swedish rye, has given excellent results in all the rye-producing states and on the Minnesota University farm averaged 39 bushels an acre in the period 1900-1909 inclusive. The average yield an acre for the state for the same period was 15.7 bushels.

A very fine crop of Minnesota No. 2 rye was raised on University farm this year. The seed is cleaned and graded and a small supply is for sale for fall planting.

The grain growers of North Dakota will hold a convention at Fargo, N. D., January 21.

A serious disease of alfalfa, called crown wart, has appeared in Western alfalfa fields. From the description given of the disease it should be more properly called crown gall, a disease with which all are familiar.

The Canadian grain crop estimate has just been issued by the officials of the Canadian Bank of Commerce and shows 140,261,000 bushels yield of wheat, 144,437,000 bushels of oats, 35,763,000 bushels of barley and 5,730,000 bushels of flax, making a total of 326,199,000 bushels.

REPORT OF LEAKING GRAIN CARS [FILL THIS OUT AND SEND IT IN.]

Date _____

Editor American Grain Trade:—On the above date I saw a leaking grain car answering to the following description:

Railroad _____ Station _____

Car Initials _____ Car Number _____

Position of Leak _____

Remarks: _____

Name _____

Address _____

FIELD SEEDS

The Kilgore Seed Company, of Plant City, Fla., is building a warehouse.

The Cape Vincent Seed Company, of Cape Vincent, N. Y., has been reorganized by E. N. Jackson.

James Griffin is secretary of a seed growers' association, which has been formed at Chinook, Mont.

A fireproof addition has been constructed to the Hayes Seed House, at Topeka, Kan. It is 38x60 feet in size and of concrete, stone and brick construction.

It is said that an elevator will probably be erected on the Elmendorf farm, near Lexington, Ky., owned by the late J. B. Haggin, as the property is to be incorporated and devoted to seed production and stock raising.

A car load of sweet clover seed, valued at \$9,600, was shipped from North Platte, Neb., by Weingand & Orten, on December 2, to a seed house, at Clarinda, Iowa. The larger part of the consignment was harvested in Lincoln County and it brought an average of ten dollars per bushel.

Two cars of alfalfa seed were shipped from Faith, S. D., the latter part of last month, to the Sioux City Seed & Nursery Company, Sioux City, Iowa. The shipment consisted of 1,100 bushels and was valued at \$8,000. It is stated that the total receipts for alfalfa seed at Faith will be \$20,000 this season.

The province of Manitoba, Canada, now has home-grown alfalfa seed, the first threshing of alfalfa having taken place on the government demonstration farm at Neepawa this fall. About six acres of the first crop of alfalfa was threshed, and from this one field of less than six acres, 25½ bushels of clean, pure seed of very fine quality was obtained. Grimm's variety was the seed cultivated.

A seed exhibition was held in connection with the convention of the Idaho State Seed Growers' Association, at Twin Falls, Idaho, December 1, 2 and 3. Five hundred dollars in cash and many special prizes were awarded. Among the speakers at the various well-attended meetings were Dr. W. E. Orton, of the United States Department of Agriculture; Dr. M. A. Brannon, president of the University of Idaho, and Dr. J. A. Widstoe, president of the Utah Agricultural College. Among other activities proposed, the seed men planned to make an ef-

fort to secure better legislative measures, including a more satisfactory state seed law.

TOLEDO SEED MARKET

Southworth & Co., of Toledo, Ohio, write us December 10: "Liberal receipts of clover have held prices in check. Speculative interest is still small and the market needs a stimulant to make better prices. The first trade for October delivery, 1915, was made this week at \$8.55. Some of the trade think this a high price considering the excellent prospects with which new clover went into the winter. Last year the first trade was at \$8.55, and the previous at \$9.00. Previous to that the first trading was at much lower prices. The war has made the market more of a domestic affair than in many years."

SQUAW CORN

In Shawnee County, Kan., squaw corn, a variety hitherto unknown in that section, is being introduced by farmers in the northern part of the county. Experiments have proven the value of planting this variety of corn on a larger scale. From three to five ears of corn grow on a stalk that gets no higher than six feet. Some of the ears attain a length of 24 inches, and many of the grains are nine-sixteenths of an inch in width. The corn matures in about sixty days and therefore does not suffer much from the dry weather. It is excellent for early feeding, saving the buying of grain before the regular season's crops mature.

INCREASED SOUTHERN SEED SALES

The extensive movement throughout the South to secure crop diversification following the strained cotton situation, has resulted in unprecedented sales of seed to farmers of that part of the country according to reports from Southern seed companies. The assurance of a greatly increased wheat acreage is leading to the establishment of many milling and grain plants, for planters of Mississippi, Tennessee, Arkansas and other states expect to handle considerable surplus grain.

Speaking of increased seed sales, J. F. Haid, secretary and treasurer of Otto Schwill & Co., Memphis, Tenn., recently said: "I have been in the seed business for 40 years, and our business this fall has been five times greater than ever before. The rush began in August and only slackened up with the first cold weather. Our trade has come from farmers in Mississippi, Tennessee, Arkansas and northern Louisiana. In most cases farmers are planting wheat to sell, and oats, corn and hay to feed to their stock next year. There is no doubt that the cotton acreage will be greatly reduced. I look for southern farmers to plant more potatoes and garden truck next spring than ever in the past."

The same condition is reported by J. L. Mosby of the Tucker-Mosby Seed Company, who placed his estimate slightly lower than did Mr. Haid.

"Our business this fall has been two-thirds greater than ever before," Mr. Mosby said. "The demand has been for oats, wheat, barley and alfalfa throughout Tennessee, Mississippi and Arkansas. We are expecting a big business in corn, potatoes and all

kinds of garden truck in the spring and are preparing to handle the increased trade."

IMPLIED WARRANTY IN SALES OF SEED

BY J. L. ROSENBERGER.

A sale of seed by name, the Supreme Court of Mississippi holds, in *Company vs. Williams* (62 Southern Reporter, 273), raises an implied warranty that it is true to name, and the fact that the buyer inspected the seed before purchasing is immaterial, when its character cannot ordinarily be ascertained by any reasonable inspection.

That the person from whom the seller had himself purchased the seed declined to warrant to him that it was true to name is immaterial, although this fact was known to the last purchaser; his warranty not being in any wise dependent upon the existence or not of a warranty to the person from whom he himself purchased. At most, such a fact is only a circumstance, to be considered along with other evidence, if such there be, indicating that the last sale was made upon an express or implied agreement that no such warranty should result therefrom.

Where seed is sold with a warranty that it is true to name, the measure of damages for a breach thereof, when it is actually sown and produces a crop, not harmful to the land, but of less value than would have been produced, had the warranty not been broken, is the value of the crop, such as the seed was warranted to produce, and would ordinarily have produced, less the value of the crop actually raised from the seed purchased.

SUDAN GRASS

The most wonderful grass ever introduced or known in this country. Now known by reputation by all of our Agriculture. Last year sold at \$2.00 to \$2.50 per lb. Price now: 1 lb. 60c, 5 (for 1 acre) at 55c, 10 at 50c, 100 at 45c, 200 at 40c.

N. L. WILLET SEED CO., - Augusta, Ga.

BUYERS and SELLERS

Medium, Alsike,
White, Alfalfa,
Clover, Timothy,
Grasses, etc.

Mail Samples.

Ask for Prices.

Milwaukee Seed Co.
Milwaukee, Wis.



THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

FIELD SEEDS

Ask for Prices.

Mail Samples for Bids.

Grain and Seeds

SEED FOR SALE

Alfalfa seed direct. Farmers' price and sample on application. J. L. MAXSON, Buffalo Gap, S. D.

GRASS SEED FOR SALE

Parties wanting Sudan grass seed, communicate with LUBBOCK GRAIN & COAL CO., Lubbock, Texas.

FOR SALE—SWEET CLOVER SEED

White and Biennial Yellow. Samples and prices on request. BOKHARA SEED CO., Box 95, Falmouth, Ky.

HAY AND GRAIN WANTED

Wheat, corn, ear corn, oats, straw, milling buckwheat, potatoes, cabbage, onions, etc. If you are a buyer of mill feeds, cotton seed meal, old process oil meal, I can save you money. C. T. HAMILTON, New Castle, Pa.

SEEDS FOR SALE

We are prepared to book your orders for the following seeds: Alfalfa, Cane, White and Yellow Maize, Kaffir, Feterita, German, Golden, Siberian, Hog Millets, in carload lots or mixed cars. We live in the heart of district where the above seeds grow. Sample sent on request. L. A. JORDAN SEED CO., Winona, Kan.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

PURE SEED LAWS

Chicago

Minneapolis

OBITUARY

Clarence Martin, grain and coal dealer, at Loysville, Pa., died last month of typhoid fever, aged 32 years.

Alonzo Tappen, grain dealer, well known in northeastern Pennsylvania, died at his home in Scranton, on November 26.

James M. Nichol, for many years a flour and feed dealer, at Pittsburgh, Pa., passed away on November 23, aged 91 years.

William W. Steel, aged 82 years, formerly engaged in the grain business, at Philadelphia for a number of years, passed away on November 13.

E. C. Collins, grain buyer, at Plymouth, Wis., passed away on November 26, following a brief illness. Mr. Collins is survived by his wife and three sons.

Clyde Miller, manager of the flour and feed business of the William Gates Estate, Kittanning, Pa., for a number of years, recently died of typhoid fever.

W. H. Chadwick, for many years connected with the grain trade of Chicago, and at one time president of the Horticultural Society, recently died at Ladd, Ill.

James O'Hara, of Winthrop, Minn., manager of the Great Western Elevators on the Minneapolis & St. Louis Railroad, dropped dead while cranking his automobile on November 23.

P. J. Barron, who had been associated with the weighing department of the St. Louis Merchants' Exchange for more than ten years, recently passed away. Mr. Barron was a deputy supervisor in the department.

William S. Jackson, former president of the Chicago Board of Trade, and senior member of the firm of Jackson Brothers & Co., died in this city on November 18. A detailed account of his career is given elsewhere in this issue.

The death of H. L. Walters, formerly engaged in the hay business in Chicago, occurred at his home in Clarion, Iowa, last month. Mr. Walters was a brother of Chas. E. and John Walters, members of the Chicago commission firm of Walters Brothers.

Breedlove Smith, former president of the New Orleans Board of Trade, passed away in that city on December 6, aged 73 years. At one time, Mr. Smith was associated with D. R. Francis in the grain business at St. Louis, Mo. He was unmarried.

The recent death of James A. Sibald, for many years associated with the grain business, occurred in the elevator of the Grain Growers' Company, at Fort William, Ont., where he was working. At one time, Mr. Sibald was chief weighmaster, at Fort William.

W. J. Tregillus, president of the Alberta Co-operative Elevator Company, Calgary, Alta., passed away on November 12, following a short illness. Mr. Tregillus was well known in western Canada and was 55 years of age. He was also president of the United Farmers of Alberta.

Ernest Borchert, president of the Borchert Malt- ing Company, Milwaukee, Wis., and a member of the Milwaukee Chamber of Commerce since 1872, died at his home in that city on November 29. Mr. Borchert had been connected with the brewing and malting industries in Milwaukee for a great many years.

The death of Wm. B. H. Kerr, a member of the Milwaukee Chamber of Commerce since 1888, occurred at his home in Hartland Wis., on December 1. Mr. Kerr's connection with the grain business included the operation of an elevator at Hartland, some years ago, but during recent years his attention had been given to merchandising feedstuffs.

While duck hunting, Paul Brister, a member of the Auburn Flour & Feed Company, Auburn, N. Y., and a companion were drowned in Cayuga Lake on November 28. Both young men were expert swimmers, but as ice was forming on the lake, it is believed that they were handicapped by the cold. Mr. Brister was the son of C. W. Brister, mayor of Auburn, and had entered the flour and feed business about two years ago.

The business associates of Herbert E. Rycroft, president of the Bartlett-Frazier Company, Chicago, were greatly shocked and grieved to hear of his sudden death on November 21. Mr. Rycroft was born in Liverpool, England, on April 4, 1865, and entered the grain business in that city when a young man with the firm of Proctor & Co. In 1891, he became associated with Bartlett-Frazier Company and was a business associate of James A. Patten

for many years. He was prominent socially, being a member of the Chicago Athletic Club, South Shore Country Club, the Colonel Club and the British Empire Association. Mr. Rycroft is survived by his wife, two sons and four daughters.

Thomas Ryan, retired grain dealer, recently passed away at Lincoln, Ill., where he had resided during the ten years of his retirement. During the nineties, he bought grain, at Burtonview, Ill., eventually disposing of his business to a Chicago commission house. Later he purchased grain at Birkbeck and at De Witt, Ill., in partnership with J. Ed. Miller. After retiring from the grain trade, for a time, he was traveling solicitor for the Illinois Grain Dealers' Association.

Following an attack of pneumonia, John M. Frisch, of J. M. Frisch & Co., one of the oldest feed, grain and hay houses in Baltimore, Md., died at his home in Roland Park, a suburb of that city, on November 25, aged 54 years. Mr. Frisch was active in the affairs of the Baltimore Chamber of Com-

merce and his strength of character, combined with a very genial disposition, won for him a host of friends. Surviving him are his widow, two sons, two daughters and two sisters.

Jared W. Evans, former grain broker, of Pottstown, Pa., died on November 27, aged 57 years. Mr. Evans was a director of the Security Trust Company of Pottstown, and one of the organizers of the National Bank of Royersford, Pa., of which he had been a director since its formation in 1886.

Louis N. Loomis, well-known South Dakota and Minnesota grain and railroad man, died at his home in Minneapolis, Minn., on November 16, aged 57 years. Mr. Loomis was born in 1857 at Chatfield, Minn., and when a young man went to Alpena, S. D., where he engaged in the grain business. In 1902, he went to Minneapolis, where he became head of the Loomis-Benson Company, commission merchants, and later interested himself in electric railroads. His wife and five children survive him.

Robert W. Gwathmey, of New York City, representative of the Bartlett-Frazier Company, died on November 18, at Baltimore, Md., following a long illness. Mr. Gwathmey had been active in the grain trade of the East for 40 years. He was a native of Richmond, Va., and 68 years of age. Many years ago, he went to New York and became associated with Power & Son, and afterward engaged as an independent grain operator, but later was connected with Carrington & Hanna and eventually with the Bartlett-Frazier Company.

HAY, STRAW AND FEED

L. B. Wood has opened a feed store, at Fly Creek, N. Y.

James Davis has opened a new feed store at Houston, Mo.

Wm. Logeman has opened a flour and feed store at Scotland, S. D.

Ekin Brothers are building a new feed store, at Vandergrift, Pa.

M. A. Whisler has opened a flour and feed business, at Pipestone, Minn.

Naud Burnett has opened a feed and grain business, at Greenville, Texas.

Clark & Risberg have purchased the Keyes Flour & Feed Store, at Rockford, Ill.

Wheeler & Curtis have engaged in the flour and feed business, at Greenway, N. Y.

Burt & Jones have taken over the feed store of C. H. Walker at Estherville, Iowa.

W. H. Hunt and Lester Hunt, of Gallia, Mo., have opened a feed store at Oak Hill, Ohio.

J. A. Wright has removed his flour and feed stock from Westboro, Mo., to Craig, Mo.

W. J. Elrod has sold his flour and feed business, at Midland, S. D., to W. L. Simmerman.

A. D. Corpening, flour and feed dealer, at Bridgeport, W. Va., recently installed a feed mill.

Jos. Casler has purchased the flour, feed and poultry business of Geo. Davis, at Utica, Neb.

George Conant has purchased the flour and feed business, at Adel, Iowa, from R. J. Woodyard.

Martin Paulson has taken over the flour and feed business of P. C. Kroll, at Hutchinson, Minn.

J. L. Hoeppner has purchased the flour and feed business of John Kiobokar, at Chisholm, Minn.

Ed. Tehel has disposed of his flour and feed business, at Cedar Rapids, Iowa, to E. J. Bednasek.

A flour and feed warehouse has been opened at Salem, W. Va., by G. Traugh and J. G. Preston.

Frank Reddick, of Carthage, N. Y., has taken over the feed business of J. W. Reed, at Clayton, N. Y.

I. A. Stalnaker, flour and feed dealer, at Buckhannon, W. Va., is building an elevator and feed mill.

C. W. Hansen has opened a flour and feed store at Kennard, Neb., succeeding T. M. Wright in the business.

A hay warehouse has been built, at Forney, Texas, to replace A. F. Duke's building destroyed by fire last summer.

George Adams has purchased a half interest in the flour and feed business of his father, John Adams, at New London, Wis., and the firm will continue as John Adams & Son.

The Logan Produce & Feed Company has been incorporated, at Logan, W. Va., with a capital stock of \$10,000. The incorporators are C. M. Saunders, F. A. Weider, W. E. Drummond, Esther Weider, M.

E. Saunders and Henry Hesson, all of Huntington, W. Va.

J. M. Hickman, of Weston, W. Va., will store flour and feed in a new one-story building, 34x68 feet in size, recently completed.

Geo. Sikes has secured the interest of his partner, S. R. Main, in the feed and fuel business of Sikes & Main, at Baxter Springs, Kan.

G. R. Hurd, of Seattle, Wash., has purchased the controlling interest in the feed business of Brokaw & Anderson, at Stanwood, Wash.

W. H. Ferguson, of Crandon, Wis., will open a flour and feed store at North Crandon, Wis., with his son, Ben Ferguson, as manager.

The Southwestern Hay & Grain Company recently leased the brick building at 1619 Santa Fe Street, Kansas City, for use as a hay warehouse.

W. C. Long, of Tully, N. Y., has re-entered the flour and feed business. He was succeeded by the General Flour & Feed Company some time ago.

It is stated that the property of the Keystone Feed & Supply Company, at New Castle, Pa., was sold on November 20 for the benefit of creditors.

Marsteller & Hart have purchased the flour and feed business of W. A. Grove, at Elkins, W. Va. The new firm consists of C. M. Marsteller and A. P. Hart.

W. C. Sneed has sold his feed business, at Searcy, Ark., to J. C. Watson and W. M. Vaughn, who will continue the business under the name of Watson & Vaughn.

The Tessman Brothers Company, hay and feed dealers, at Duluth, Minn., has purchased the hay, feed and grain business of H. F. Davis & Co., at that place.

A four-story brick building, 75x100 feet on the ground, has been erected at Clarksburg, W. Va., for S. C. Watkins & Co., to be utilized for the storage of feed and grain.

The Taylor Feed Company, of Platteville, Wis., has disposed of its feed and coal business to Geo. Whitcher and Dave Condry, taking in exchange a farm, near Darlington, Wis.

The People's Feed Company, of Janelew, W. Va., has completed a new cement block structure, two stories high and 60x65 feet in size, to replace its house recently destroyed by fire.

A new warehouse, 50x120 feet on the ground, has been completed for the West Virginia Feed & Flour Company, at Clarksburg, W. Va. The building is two stories high and of brick construction.

The flour, feed and grain store of Joseph E. Bayliss, at Sault Ste. Marie, Mich., has been taken over by Thos. A. Forgrave and Alex Crawford, who will operate as the Soo Flour & Feed Company.

A. P. Hatch has disposed of his interest in the Punta Gorda Feed & Groceries Company, Punta Corda, Fla., to C. E. Fitzgerald, and the business is now owned by Mr. Fitzgerald and Wm. E. Vec-

queray, the latter continuing as manager of the business.

A hollow tile one-story building was recently erected, at Kansas City, for Louis Horowitz, proprietor of the Missouri & Kansas Hay & Grain Company. A 25-horsepower motor has been installed to operate an elevator and a small feed mill.

The General Superintendent of Police, City Hall, Chicago, will receive sealed proposals until 2:30 p. m., December 23, for furnishing the Police Department of the City of Chicago, for the months of January, February and March, 1915, the following grain supplies: 18,000 bushels of No. 2 white oats, more or less; 250 tons of choice No. 1 timothy hay; 50 tons of choice upland prairie hay; 10 tons of bran; 150 tons of choice rye straw; 35 tons of salt, and 800 pounds of pure linseed meal.

A ST. LOUIS HAY MAN'S ROMANCE

St. Louis boasts of a lot of pretty girls. In fact it is said to be always perplexing for a would-be Benedict to choose his best-beloved Beatrice. But all of the charms of the St. Louis maidens went for naught recently when an Oklahoma girl walked off with a much sought prize—M. E. Toberman. Furthermore a genuine romance was developed which has kept St. Louis society editors very busy ever since.

Mr. Toberman, who is track salesman for hay for Toberman, Mackey & Co., and, by the way, is the youngest track salesman in the St. Louis market, took a well-earned vacation two weeks before



M. E. TOBERMAN

Thanksgiving Day and went to visit his mother at Fillmore, Ill. Fate manipulated the strings so that Miss Noi Ridenhour, daughter of a prominent real estate man of Enid, Okla., came to Fillmore for a visit at the same time. When the two young people met it was a mutual case of "love at first sight." After a whirlwind courtship, they went to St. Louis on Thanksgiving Day, two weeks from the time they first saw each other, and were married at the home of Mr. Toberman's uncle, L. E. Scribner. They then departed for an extended honeymoon.

Getting married in such a hurry is pointed out by M. E. Toberman's friends as a natural corollary to the fact that he is connected with Toberman, Mackey & Co., a firm which styles itself the "Fastest-Growing Commission House in America." The speedy germ has, it is evident, extended itself in other directions as well as in growth.

THE ST. LOUIS MARKET

The Martin Mullally Commission Company of St. Louis, Mo., reports December 11:

"Receipts of hay during the past week were liberal, being 370 cars in compared with 323 the preceding week, and the offerings consisted mostly of alfalfa hay, and alfalfa ruled quiet with a fair demand for high No. 1 and choice green at the prevailing prices, though prices are not ranging as high as they have been. Medium and low grades of alfalfa are in light demand and moving rather slowly as the trade here of late are finding no difficulty in supplying their wants with the better grades.

"Prairie hay is ruling quiet and about unchanged with a fairly good demand for No. 1 and choice, while the demand for No. 2 and lower grades is rather limited and prices on poor hay are ranging low and very irregular.

"Timothy hay is ruling steady and firm with a good demand for most all grades. High No. 1 and choice is the minor portion of the offerings and most looked for. The movement here on tame hay is very free, and the market is keeping well cleaned up right along and in good condition for fresh arrivals, and believe that shipments of hay made now would arrive here in a good time to meet ready sale, as we do not look for heavy receipts as the weather has

been very unfavorable for moving hay from country points. We had a slight snow here yesterday, the first snow of this season, and the indications are for more snow which may tend to stop the shipments of hay from country points to some extent and cause a stronger market later on."

A BALED HAY BARRICADE

While engaged in the peaceful occupation of beautifying Lake Nokomis, near Minneapolis, the dredging company which has had the work under way for some time, recently met with a formidable enemy against the secret encroachments of which a definite campaign was planned. As a portion of the lake was swampy and weed-infested, it had been an ideal habitat for the doughty muskrat for years and the fall season always revealed scores of well-built muskrat houses along the shallow borders of the lake.

For many weeks during the fall, dredges operated in the waters of Nokomis and eventually there was thrown up a substantial revetment, miles in length, with a stretch of artificial lake back of it. The bank quickly made its appeal to the natural ambitions of the muskrat and one night a watchman surprised engineers and dredgers with the news that there was a leak in the revetment—not a small matter, indeed, for a torrent of water, pouring through a great hole, threatened to ruin weeks of work.

A company of workers labored all night to repair the damage and the following day, tons of baled hay were called into requisition to perform service a little out of the usual order. The work of the dredging company was reinforced by great quantities of hay piled back of the revetment, while stores of bales are kept on hand to repair further damage in case there remain muskrats who have not been convinced of the real purpose of the embankment.

HAY DISINFECTING METHODS

The necessity for disinfecting hay and straw has become imperative in many districts owing to the rigid quarantine restrictions entailed by the prevalence of the foot-and-mouth disease. To meet this need, the Government has issued the following formulas with directions for using:

Liquid Formaldehyde.—Solutions of formaldehyde are best prepared by making a 5 per cent solution of formalin in water. This is applied directly to substances that require disinfection, and in case of refuse, excreta, and similar substances should be thoroughly mixed with them. A 5 per cent solution of formalin is generally regarded as superior to carbolic acid of the same strength as a general disinfectant.

Gaseous Formaldehyde.—In disinfecting with formaldehyde gas it is essential that the compartments to be disinfected be tightly closed so that a sufficient concentration of the gas may be held in contact with the infected substances a sufficient length of time. The temperature of the air is an important factor in securing efficient action, the formaldehyde being much more energetic in a warm atmosphere than in a cold. The best authorities state that gaseous formaldehyde disinfection should not be attempted if the temperature of the air is below 50° F. The gas is most conveniently secured by liberating it from the concentrated aqueous 40

per cent solution or from the solid paraform. The most important method known is as follows:

Permanganate Method.—Formalin is poured upon crystallized or powdered potassium permanganate. A violent chemical reaction takes place immediately, heat is generated, and a rapid liberation of formaldehyde gas takes place. As will be understood, the heat is caused by the reaction between the formaldehyde in solution and the permanganate, a large portion of the formaldehyde being consumed by the reaction. The amount of gas evolved depends in great measure upon the relative weights of permanganate and formalin employed. Experiments have shown that when the formalin and permanganate are mixed in the proportion of 6 parts of formalin to 5 parts of chemically pure permanganate, by weight, 50% of the formaldehyde employed is liberated in the form of gas. For disinfecting 1,000 cubic feet use 20 ounces of formalin and 16 2/3 ounces of permanganate. The needle-shaped crystals of potassium permanganate should be employed. Place the required amount of permanganate in a wide-bottomed vessel (an ordinary dish pan is excellent) and pour the formalin on quickly, then close the compartment for from six to twelve hours, depending upon the character of the materials to be disinfected.

Ordinarily there is no danger from fire when the permanganate method is used. In exceptional cases, however, sparks may be given off from the mixture of permanganate and formalin, and it is therefore advisable to remove all easily combustible material from the vicinity of the generator before the formalin and permanganate are mixed.

HUFFINE & COMPANY

Wholesale **HAY** and Grain

(Members National and Kansas City Hay Dealers Association)

Established 1888.

Kansas City, Mo.

"Price and Quality Right"

DYER & CO.

Reliable **HAY** Merchants

Write us for delivered prices on ALFALFA

705 Live Stock Exchange, KANSAS CITY, MO.

ALFALFA

Also All Other Kinds of Hay

Write—

Kansas City Office for **HAY—EAST**
Memphis Office for **HAY or OATS—SOUTHEAST**
Oklahoma City Office for **HAY or OATS—SOUTH**

SHOFSTALL HAY AND GRAIN CO.

KANSAS CITY, MO.
600-602 Live Stock Exchange

MEMPHIS, TENN.
Tennessee and Nettleton Ave.

OKLAHOMA CITY, OKLA.
307 Mercantile Bldg.



Carlisle Commission Co.

(Established 1889)

WHOLESALE HAY AND GRAIN

736-738-746 Live Stock Exchange Building

KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

GET OUR DELIVERED PRICES

FIRES-CASUALTIES

The elevator of J. A. Gunnels, at Gorin, Mo., was burned on November 16.

The feed store of A. G. Pringle, at Glenmora, La., was recently damaged by fire.

The elevator at Humansville, Mo., was completely destroyed by fire on November 25.

The Great Western Elevator, at Franklin, Minn., was slightly damaged by fire on November 23.

In a recent disastrous fire, at Holyoke, Mass., the Callahan Grain Company suffered a loss of \$3,000.

On November 30, the elevator of the Dominion Elevator Company, at Wawanese, Man., was destroyed by fire.

The Farmers' Elevator, at Tama, Iowa, was destroyed by fire on November 15, together with several thousand bushels of grain.

The engine house and office of the Cargill Elevator Company's plant, at Barry, Minn., were destroyed by fire on November 18.

Fire in the drier of the Western Elevator Company, at Manitowoc, Wis., caused a loss of \$2,000, on November 17.

The Bartlett-Coon Elevator, at Riola, Ill., was destroyed by fire on November 13, together with 7,000 bushels of wheat.

A severe storm blew away the roof of a new warehouse of G. D. Northridge & Son, feed dealers, at Rutland, Vt., last month.

L. P. Thomas & Co., of Lowell, Mich., suffered a loss of \$18,000, on November 17, when their bean elevator was consumed by fire.

Thos. Balaam, manager of the Farmers' Elevator at Vegreville, Alta., was recently injured when his arm was caught in elevating equipment.

A warehouse, at North Judson, Ind., with 20,000 bushels of grain for foreign shipment, was recently destroyed by fire, entailing a loss of \$7,000.

A stock of hay and grain in the warehouse of Ogden & Thompson, at Brighton, Mass., was damaged by fire to the extent of \$1,500 recently.

A building, containing about 12,000 bushels of corn, at Dickerson, Miss., owned by Anderson & Dickerson, was destroyed by fire on November 23.

The large elevator of the Wisrodt Grain Company, at Galveston, Texas, was burned on December 1. Details of the fire are given elsewhere in this number.

Emil Knudson suffered painful injuries when he caught his arm in belting in the elevator of the Independent Grain Elevator Company, at Eagle Grove, Iowa.

Fire, originating in the feed department of Seaton's seed store, at Richmond, Va., on November 28, resulted in damage amounting to several hundred dollars.

Locomotive sparks are believed to have caused the fire which partially destroyed the office of the Wayne Brothers Grain Company, at Winkel, Ill., on November 25.

The hay and grain store of S. B. Green, Watertown, Mass., was damaged by fire to the extent of \$2,500 recently, the flames said to have been the work of an incendiary.

The elevator of the Southern Pacific Terminal Company, at Galveston, Texas, was destroyed by fire on November 17. Further details are given elsewhere in this issue.

The grain elevator and mixed feed plant of John Wade & Sons, at Memphis, Tenn., was slightly damaged by fire recently. Engine sparks are believed to have started the fire.

The plant of the Smith Flour & Feed Company, Farmersville Station, N. Y., in connection with other property, was destroyed by fire last month, the total loss amounting to \$50,000.

The house of the Powers Elevator Company, at Eckelson, N. D., was burned on November 21, with a loss of \$12,000. The building contained more than 5,000 bushels of grain.

A hot journal is believed to have caused the fire that destroyed the elevator and mill of the Goose Lake Roller Mills, at Harris, Sask., on November 17, entailing a loss of \$30,000.

A warehouse of the Kaw Milling Company, Topeka, Kan., stocked with hay, straw and bran, was destroyed by fire on November 20, resulting in a loss of \$3,000, with no insurance.

The elevator of the Loomis Milling Company, Loomis, Neb., was destroyed when that plant was consumed by fire on December 4. The entire loss was estimated at \$50,000, with insurance amounting

to about \$40,000. The Seldomridge and Foster Grain Companies were part owners of the milling company.

Andrew Peterson, of Blue Island, Ill., died on December 10, from injuries received in the elevator of J. C. Klein & Co., at that place, where he fell a distance of 20 feet from a scaffold.

The feed store of Maricle Brothers, at Wichita Falls, Texas, has been destroyed by fire, including a quantity of feed. The loss was estimated at \$10,000, partially covered by insurance.

The warehouse of the W. T. Wilson Grain Company, at Nacogdoches, Texas, together with 50 tons of alfalfa and other feedstuffs, was consumed by fire, resulting in a loss of \$10,000.

Edward Wiggle's flour and feed store, at Detroit, Mich., was destroyed by fire, on November 18, causing an approximate loss of \$10,000. The stock was housed in a two-story brick structure.

The governor belt on the engine which drives the machinery in the plant of the Howell Grain Company, at Union City, Tenn., broke on November 17, resulting in the destruction of a feed mill.

The Updike Grain Company, of Omaha, Neb., is said to have suffered a loss of \$35,000 when its elevator, at Rolfe, Iowa, burned on November 30. The plant had a capacity of more than 100,000 bushels.

The Burrard Grain Company, of Daysland, Alta., suffered the loss of its elevator by fire this month, together with approximately 40,000 bushels of grain. The building was valued at \$7,000 and was insured.

A quantity of wheat and other grain was consumed when the warehouse and flour mill of the Fredonia Valley Flour Company, Fredonia, Ky., was burned last month, entailing a loss of several thousand dollars.

Fire, believed to have been of incendiary origin, destroyed the three warehouses of the Johnson Elevator Company at Carlton, Ore., on November 18, causing a loss estimated at \$40,000, partially covered by insurance.

The elevator at Port William, Ohio, owned and operated by O. W. Linkhart & Son, was gutted by fire which originated in the boiler room of the plant on November 14, entailing a loss of over \$4,000, partially covered by insurance. The grain loss included approximately 1,200 bushels of wheat, 700 bushels of corn, \$500 worth of middlings and a quantity of oats, oil meal and stock food. A quantity of flour and clover seed, together with all the office fixtures, was saved. The elevator was built in 1894 by a company and purchased by Mr. Link-

hart in 1902. The house will be reconstructed, and in the meantime the firm will continue its business in temporary structures.

Thirty-five thousand bushels of wheat were consumed when two warehouses at Grandview, Ind., owned by the Cadick Milling Company, were destroyed by fire on November 23. The loss was covered by insurance.

The old Andrews & Gage Elevator, at Breckenridge, Minn., which had not been in commission this season, was destroyed by fire, caused presumably by engine sparks. The engine room and once escaped the flames.

The Goldman warehouse, at Phoenix, Ariz., was totally destroyed by fire on November 17, together with 50 tons of hay, a quantity of grain and the warehouse equipment, the entire value of which was estimated at \$6,000.

Fire, believed to have been caused by spontaneous combustion, damaged the Tierney Elevator at St. Paul, Minn., on November 20, to the extent of \$1,000. The building is of concrete construction and not seriously damaged.

While workmen were employed tearing down the elevator of Ohde & Martens, at Manning, Iowa, last month, the house caught fire and was destroyed, entailing a loss of several thousand dollars. The elevator and machinery were insured.

Fire of unknown origin destroyed the elevator of the Neola Grain Company at North Henderson, Ill., together with several thousand bushels of grain, on November 15, the loss amounting to about \$12,000, \$9,000 on the grain and \$3,000 on the building.

Last month fire starting in the warehouse of the Roler-Scanlan Grain Company, Rochester, Minn., spread to the firm's elevator and to the warehouse of an adjoining lumber company, destroying the three structures, with an estimated loss of \$50,000.

Jameson, Hevener & Griggs, of St. Paul, Minn., suffered a loss of \$10,000 on November 13, when their grain and feed elevator was destroyed by fire. A fire several weeks ago damaged the house to the extent of \$30,000 and it had been practically rebuilt.

The feed store and warerooms of the Early & Daniel Company, at Covington, Ky., were damaged by fire on November 23, to the extent of about \$10,000. The stock on hand was largely grain as the hay quarantine regulations had cut off the supply of the latter commodity.

The Duluth Elevator Company's house, at Reynolds, N. D., was consumed by fire on November 23, with approximately 18,000 bushels of wheat. The property loss was estimated at about \$40,000, partially covered by insurance. The elevator will be rebuilt in the early spring.

The elevator and flour mill at Trebeins, Ohio, owned by Speer & Downen, burned on November 26, entailing a loss estimated at nearly \$40,000; \$25,000 on the buildings and \$14,000 on the merchandise. The insurance amounted to \$26,000. Ten thousand bushels of grain were consumed in addition to a quantity of flour.

IN THE COURTS

Four men were arrested at Milwaukee, Wis., on December 1, upon the charge of stealing grain from freight cars.

William Rankin, grain buyer at Forestville, Wis., for August Froemming & Son, of Algoma, Wis., charged with forging a check, pleaded guilty to the charge.

The Omaha Elevator Company, of Omaha, Neb., has brought suit against the Union Pacific Railroad Company for about \$3,000, alleged to be due on an old contract.

Robert E. Brannan, head of the defunct Standard Grain & Stock Company, Cleveland, Ohio, pleaded guilty on December 2, to a Federal charge of using the mails to defraud and was sentenced to a year and six months in the penitentiary and fined \$2,000. The penitentiary sentence was suspended.

John Quigg, alias William Williams, who was recently arrested at St. Paul, Minn., charged with obtaining money on false pretenses from the Grain Growers' Grain Company, Ltd., and the Square Deal Grain Company, Ltd., Winnipeg, Man., was sentenced to five years in the penitentiary. It is stated that he secured \$24,000.

A suit dealing with the effort of Joseph Leiter to corner the wheat market in Chicago in 1898 was brought before Federal Judge Humphreys in Chicago several days ago by the Interior Elevator Company and Chester W. Lane, of Minneapolis, said to represent the Monarch Elevator Company, of Min-

neapolis, to recover \$380,935, alleged to be the principal and interest on two notes given by Leiter.

F. P. H. Akers, grain dealer, at Atlanta, Ga., was recently named as an involuntary bankrupt in a petition filed by creditors.

WHAT CONSTITUTES FRAUD AND FRAUDULENT MISREPRESENTATION

Fraud, the Supreme Court of Oklahoma says, in *St. Louis, Etc., Company vs. Reed* [132 Pacific Reporter, 355] is a fact to be established by evidence, as any other fact. The general rule is that before fraud can be established it must be shown that a material representation has been made; that it was false, that when it was made the speaker knew it was untrue, or that it was made recklessly, without the knowledge of its truth and as a positive assertion; that it was made with the intention that it should be acted upon by the one to whom it was made; that it was so acted upon by reason of the reliance placed upon it; and that damage or injury resulted thereby. A "representation" within the meaning of the law of fraud is anything short of a warranty, which proceeds from the action or conduct of the party charged, and which is sufficient to create upon the mind a distinct impression of fact conducive to action. The gist of fraudulent misrepresentation is the producing of a false impression upon the mind of the other party, and, if this result is actually accomplished, the means of accomplishing it are immaterial.

GRAIN TRADE PATENTS

Issued on November 10, 1914

Centrifugal Separator for Dust-Collecting Systems.—Joseph F. Fernoch and Ralph L. Baker, Chicago, Ill., assignors to U. S. Steel Tank & Pipe Company, Chicago, Ill., a corporation of Illinois. Filed February 16, 1914. No. 1,116,403.

Grain Treating Machine.—Cornelius C. Spenst and Lewis Edwin Weeks, Munich, N. D. Filed May 8, 1914. No. 1,116,945.

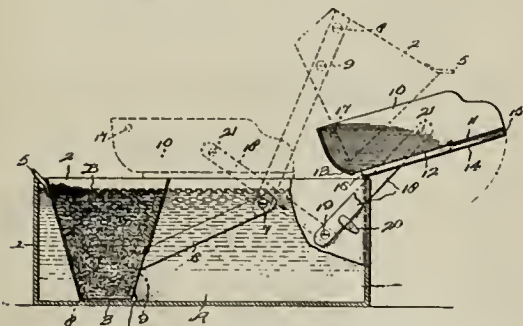
Issued on November 17, 1914

Bucket Conveyor.—Hans Zublin, Buenos Aires, Argentina. Filed May 12, 1914. No. 1,117,939.

Grain Cleaning Machine.—Louis A. Etchison, Cana, N. C., assignor of one-half to John Ray Eaton, Cana, N. C. Filed October 2, 1911. No. 1,117,822. See cut.

Grain Smut Cleaner.—Oscar J. Erickson and Henry Erickson, Benson, Minn. Filed January 6, 1914. No. 1,117,821. See cut.

Claim.—An apparatus of the character described, comprising a single vat adapted to contain liquid, arms pivoted within said vat, a box rigidly attached to said arms and having wire screens in the bottom thereof,

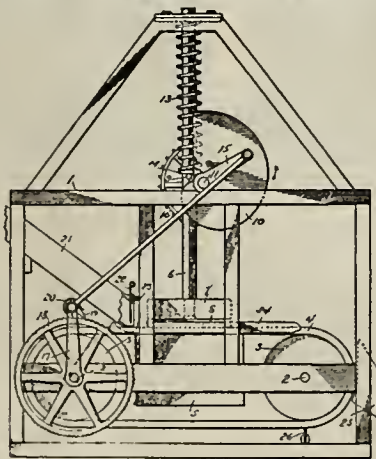


arms pivoted to the exterior of said vat and projecting upwardly therefrom, and a second sieve pivoted to said second arms provided with a double bottom closed at its forward end and open at its rear end to draw into said vat, and a handle for tilting said second sieve, substantially as described.

Issued on November 24, 1914

Method of Cleaning Grain.—Charles D. Train, Belknap, Ill. Filed February 6, 1914. No. 1,118,078. See cut.

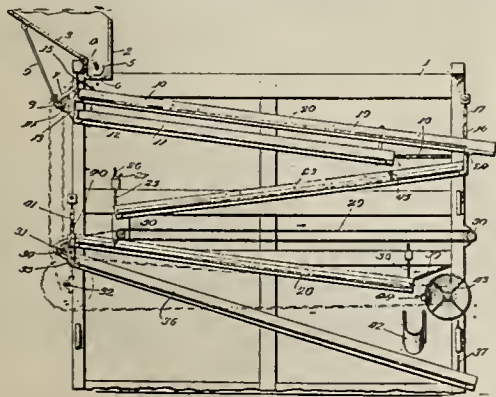
Claim.—The method of preparing grain mixed with softer bodies for cleaning, consisting in spreading the mixture into a thin sheet and then simultaneously sub-



jecting opposite sides of the sheet to percussion sufficient to crush the softer bodies without crushing the grain.

Seed Separator.—Charles D. Pantaze, Birmingham, Ala. Filed July 2, 1912. No. 1,118,221. See cut.

Claim.—In a seed separator, a frame, a screen, flexible means suspending one end of the screen within the frame, means yieldably supporting the other end of the screen for up and down movement, a pan supported below the screen and movable therewith, a spring con-



nected to the frame and to that end of the pan adjacent the last-mentioned end of the screen, a second screen movably connected at one end to the last-mentioned end of the first-mentioned screen, flexible means suspending the other end of the last-mentioned screen, and means for imparting reciprocatory movement to the first-mentioned screen.

Issued on December 1, 1914

Grain Measuring Device.—Charles A. Bornstedt, Epping, N. D. Filed May 31, 1913. No. 1,119,059.

CANADIAN AGRICULTURAL REPORT

We have recently received the annual report of the Department of Agriculture of the Province of Alberta, Canada, for 1913. The report is made up in book form and contains 260 pages, touching on all subjects pertaining to agriculture, including reports of the Dairy Commissioner, Deputy Minister, Crop statistics, Game and Fire Guardian, Poultry Superintendent and reports of the various associations in Alberta. Of particular interest is the report of the Superintendent of the Seed and Weed Branch, containing descriptions and effect of different weeds on the crops of the province and an article urging the use of spraying instruments.

The heavy rains in the early part of the month caused a rise in the Ohio River about Evansville, Ind. According to river men all the grain that had been held up will be now moved immediately.

The Interstate Commerce Commission held a hearing in the Federal Building, Milwaukee, on the petition of the Chamber of Commerce to prevent railroads from charging extra freight from Milwaukee to Chicago in reshipment of grain.

H. E. Krueger of Beaver Dam has been awarded \$550 in prizes for grains entered at the International Dry Farming Congress and Exposition recently held at Wichita, Kan. For eight successive years Mr. Krueger has won world's sweepstake premiums with Wisconsin barley.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

WANTED

Information regarding elevator or mill for sale. Send description. C. C. SHEPARD, Minneapolis, Minn.

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A 100-barrel flouring mill, fully equipped, running every day, in southern Minnesota. Will take less than half its real value. A. M. RECORD, Independence, Iowa.

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Two elevators, one 40,000 and one 20,000 bushels capacity. In good condition. In best grain section in southeastern Minnesota. WINONA MALTING COMPANY, Winona, Minn.

FOR SALE

A 20,000-bushel capacity modern elevator with all necessary cleaners, feed grinder and flour house; located near water, new dock 146 feet and switch track to hold six cars at a time. Reason for selling, owner wants to move to California. E. HAUTERBROOK, 1272 E. Walnut St., Green Bay, Wis.

After the War—What?

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A 35-horsepower Foos Gas Engine, slightly used. Priced to sell—write us. CANADIAN MILL & ELEVATOR CO., El Reno, Okla.

FOR SALE—DYNAMOS—MOTORS

Big bargains in slightly used 3 Phase A. C. motors, 7½ h.p. Westinghouse, \$85; 15 h.p. Fairbanks-Morse, \$110. Prices f.o.b. and include starters, bases and pulleys. Also other sizes at low prices. QUEEN CITY ELECTRIC CO., 1716 W. Adams St., Chicago, Ill.

FOR SALE

A 20-horsepower Nash Two-Cylinder Vertical Engine costing \$950. Rebores cylinders, refitted with new pistons and rings. In all respects as good as new for service. Guaranteed to develop more than its rated power. Fully equipped and great value at \$315. BADGER MOTOR CO., Dept. E, Milwaukee, Wis.

Miscellaneous
Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

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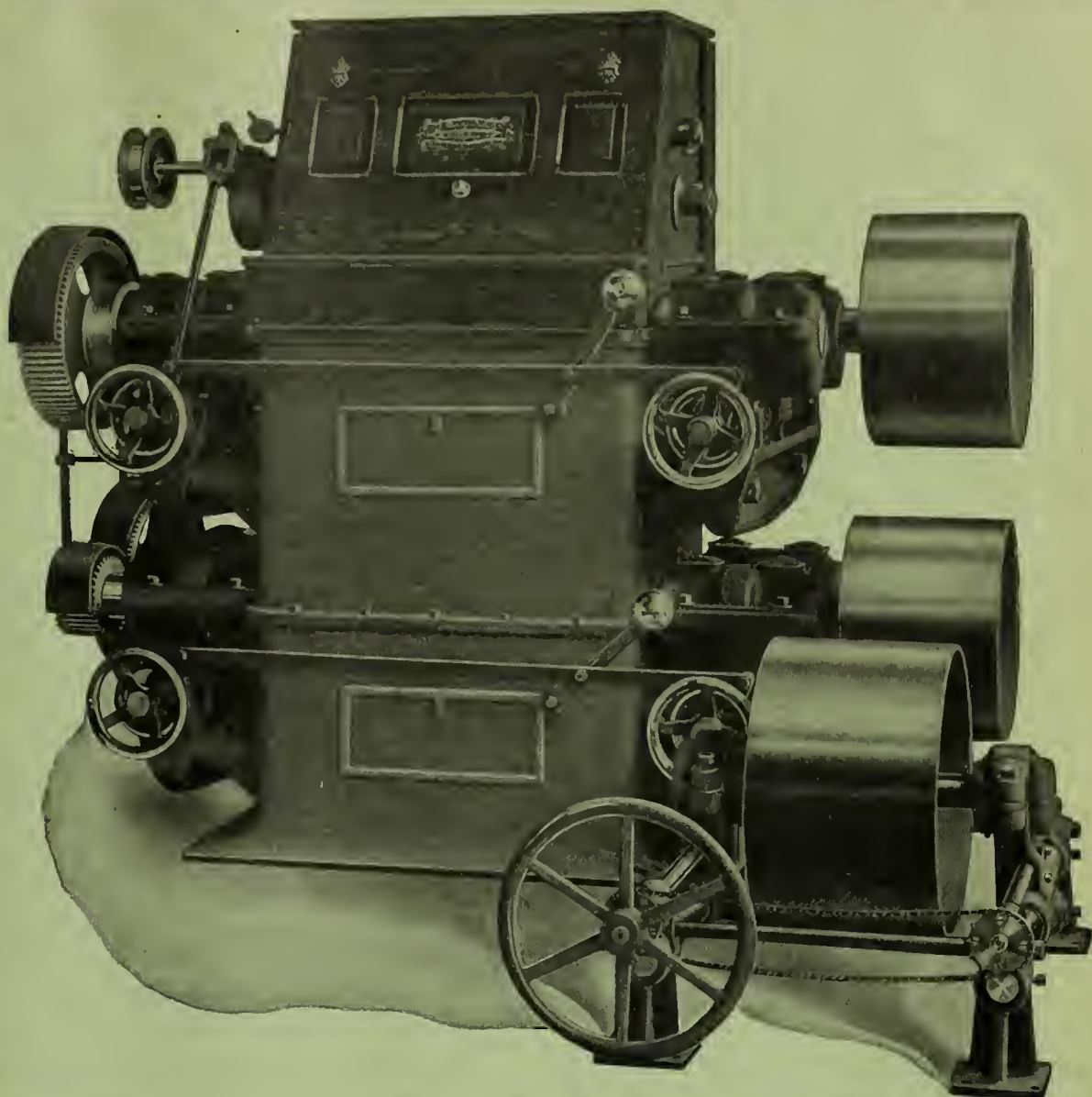
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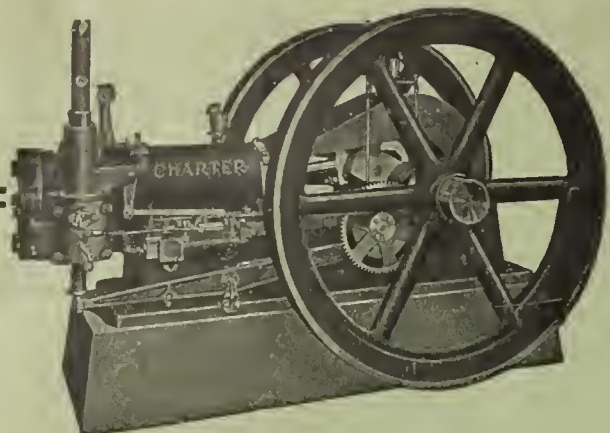
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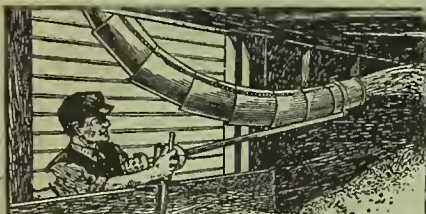
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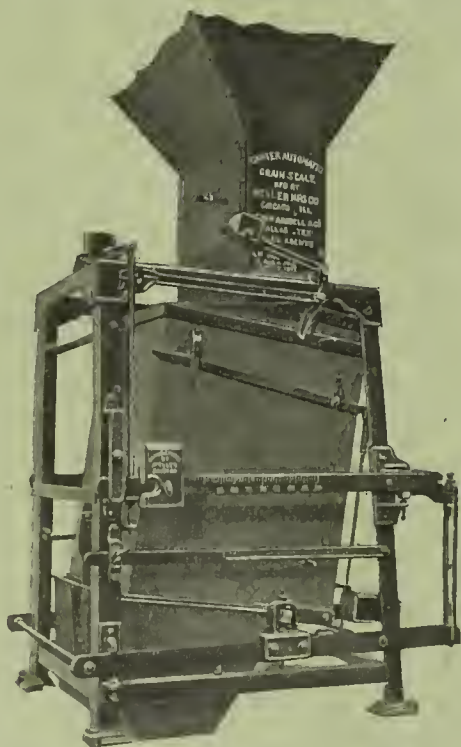
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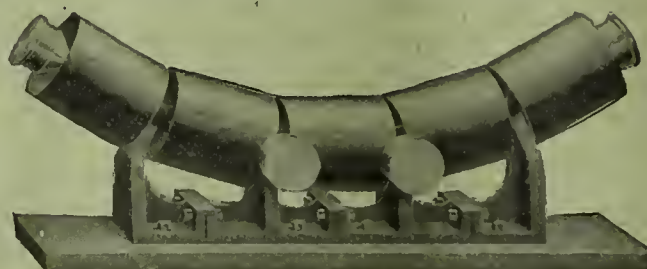
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